

# THE ILLUSTRATED LONDON NEWS

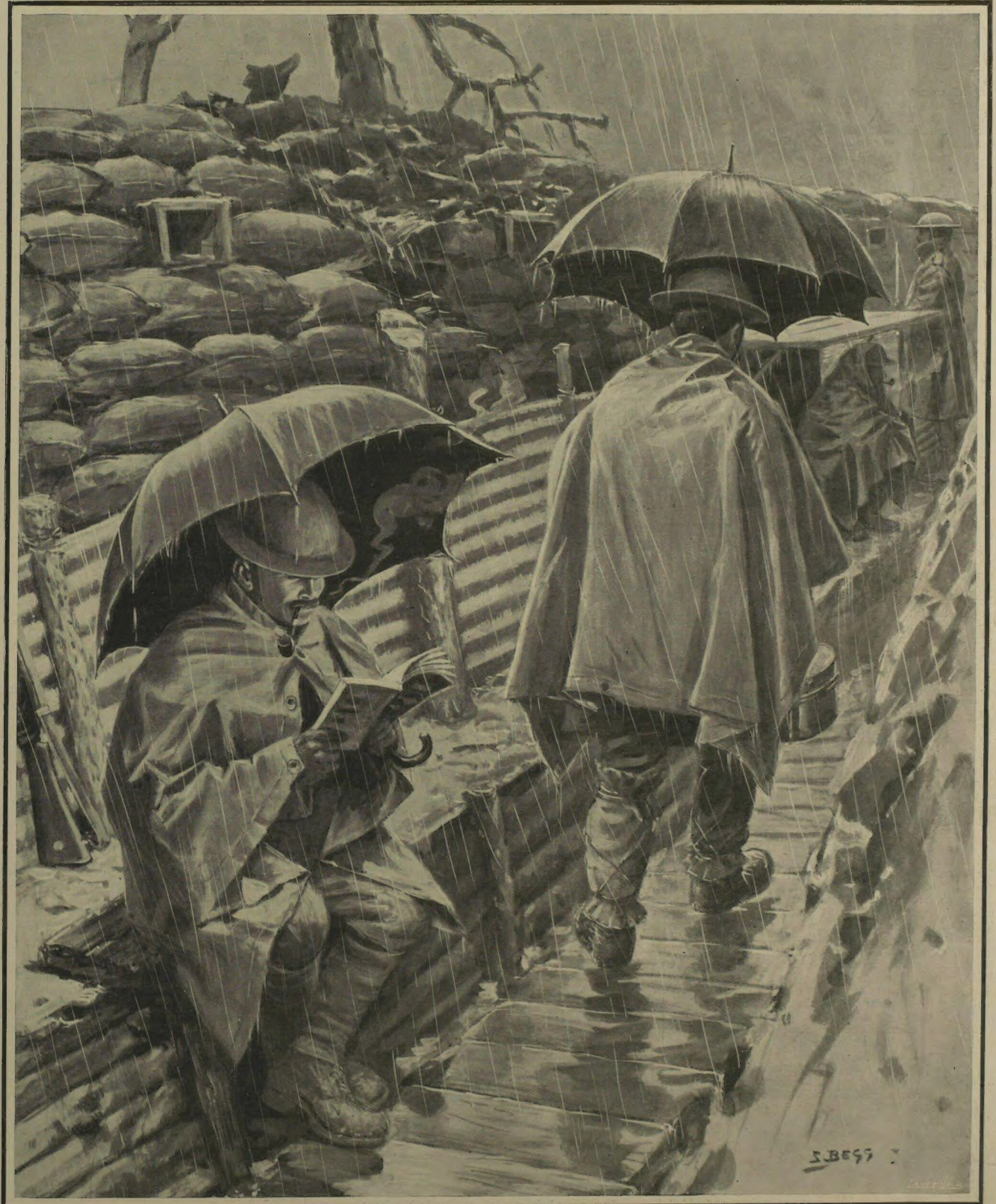
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SIXPENCE.

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## UMBRELLAS IN THE BRITISH TRENCHES! AN UNUSUAL RAINY-DAY SCENE AT THE FRONT.

Here is illustrated a curious little scene noted by an officer during a wet day at the front. During a storm, several British Tommies produced umbrellas; with results that were curious to the eye, especially as the men were wearing their steel helmets.

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## THE "V. A. D.'s."

(See Illustrations on Pages 495-498)

IT is probable that the general public knows less about the "V.A.D.'s" than any of the numerous voluntary organisations that the war has either called into being or brought into prominence. A word, then, as to their inception and history.

In 1905 a memorable, an historic, meeting was held at Buckingham Palace, presided over by Queen Alexandra. It was the outcome of a very practical desire on the part of his late Majesty King Edward VII. to concentrate the activities of the "British National Society for Aid to the Sick and Wounded in War," which was founded by the late Baron Wantage, V.C., and the "Central British Red Cross Council" into one channel, and it resulted in the formation of the "British Red Cross Society," which was incorporated by Royal Charter in 1908. One of the first results was the organisation of the V.A.D.'s. The Territorial Force had come into being in 1907, but its constitution provided for no connecting link between an army in the field and base-hospitals, nor any establishment to deal with such matters as stationary or private hospitals, convalescent homes, ambulance-trains, entraining and rest stations, and so forth. To meet this deficiency the then Secretary of State for War promulgated in 1909 a scheme which in 1910 resulted in the organising of voluntary aid in England and Wales, and the (Voluntary) A(id) D(etachment)s were established. Under this scheme detachments may be raised by the British Red Cross Society, by the St. John's Ambulance Brigade or the St. John's Ambulance Association, and the Territorial Force Associations. The qualification for membership (except for registered medical practitioners and certain other persons specially exempted by the War Office) is the possession of a recognised certificate in First Aid, although in the case of B.R.C. units members may join for one year as probationers. If, however, the certificate is not obtained within the year the offenders are removed from the strength of the detachment. In the case of Women's Detachments (which are not within the scope of this article) a recognised certificate in home nursing is required in addition. The basis of organisation is that of the T.F.A.—i.e., the County system. Each T.F.A. appoints a County Director, who is in sole command of and solely responsible for the organisation, administration, and discipline of all the recognised units in his county. He is assisted by a Chief Staff Officer, Assistant County Directors, a Chief Transport Officer, and a County Quartermaster. The full strength of a detachment is 50, consisting of 4 senior officers—viz. a Commandant, Medical Officer, Quartermaster, and Pharmacist—4 Section Leaders, and 48 men, divided into 4 sections of 12 men each. Each detachment on being raised is duly registered and numbered by the War Office, taking seniority according to its number, and thereupon becomes part of the Technical Reserve and is inspected annually by an officer appointed by the General Officer commanding the District. The uniform is that prescribed by the B.R.C., the St. John Ambulance Brigade, the St. John Ambulance Association, or the T.F.A., and, except when the detachment is mobilised for active service, may only be worn on occasions ordered by the Commandant of the Detachment or sanctioned by the County Director. Every member on joining is required to subscribe to a declaration of loyalty to the King and promise obedience to his superior officers. On mobilisation the War Office issue Official Red Cross brassards to each member, bearing his registered County number, and a stamp notifying that the wearer is on "Army Medical Service" and giving the date of the mobilisation. The wearing of the brassard in peace time is entirely prohibited. A certificate of identity is also issued to each member, in which his general appearance is described almost as meticulously as in a modern passport. Theoretically, the brassard and certificate protect their bearer from outrage by the enemy.

It will be seen that, from the nature of the duties assigned to the V.A.D.'s as an adjunct to the Territorial Force in case of invasion, a varied and comprehensive training must be necessary. The First-Aid Certificate being compulsory, instruction classes are held and frequent practice given in the treatment of the various cases of hemorrhage and fractures which may occur in war; and the members are trained in the improvisation in an emergency of splints and bandages from such materials as may be ready to hand. A certain amount of squad drill is at first given to make the men handy, and this is followed by stretcher-drill with closed and open stretchers. A stretcher-squad consists of four men, and each section leader has three squads under his jurisdiction, and is responsible to his Commandant for the efficiency and good discipline of the men under him. When wounded have to be collected, however, each squad has to act independently, and each of the four men has, in consequence, particular duties assigned to him. No. 4 takes command; No. 1's place is at the foot and No. 3's at the head of the stretcher, and No. 2 acts as a spare man to collect the patient's rifle and kit, and generally assist the others. On reaching a patient, No. 4 examines the nature of his injuries, renders what first aid is necessary, determines the best method of removing him, and generally superintends his progress to the receiving-station. Extensive practice is given in this work. Spare men, bearing labels indicative of the nature of their supposed injuries, are posted in places difficult of access, so as to give the squads practice not only in first aid, but also in carrying loaded stretchers over streams, hedges, and other natural obstacles with a minimum of discomfort. Sometimes labels are dispensed with altogether, and the men thus taught to recognise certain injuries, chiefly dislocations, from the position of the affected limbs. During these exercises the numbers are frequently changed, so that each man may be qualified to carry out any of the duties assigned to the units of the squad. Loading and unloading ambulance wagons and trains forms a very important branch of this part of the training. To get a stretcher out of a train on to the platform is a simple enough matter, but it is quite a different affair to grapple with the problem of having nothing higher to work from than the permanent way. A feature is also made of extemporising stretchers and ambulances. A couple of

coats and two brooms can be utilised; a very comfortable stretcher can be made from a couple of poles and two crosspieces cut from a tree and some rope; hurdles, doors, and gates can also be employed. Ordinary farm carts and wagons can be so arranged by lashing poles to their sides that stretchers can be slung clear of the floor, reducing jolting to a minimum. Ordinary railway carriages and wagons, too, can be adapted for the comfortable transport of wounded; and the men are taught the most approved methods of utilising hat and coat racks and communication-cord tubes for steadying and slinging stretchers. And, in connection with this, all the various methods of carrying wounded otherwise than on stretchers are practised, such as the two, three, and four-handed seats, the fireman's lift, and so forth.

But the work that a fully trained V.A.D. should be capable of performing goes further than the mere collection and transport of wounded, and they are consequently instructed in the principles which govern the selection of sites for camps and field-hospitals, and—that most necessary of all precautions—the proper choosing and testing of sources of water supply. The writer witnessed last year an exercise in which a marquee to serve as an operating-tent and several bell-tents were pitched and trenched, a proper sanitary area selected and made ready for use, a turf incinerator and a camp kitchen constructed, and the whole struck and packed away, and the ground restored and levelled, in a few hours. The principles of sanitation and hygiene are also taught. These include the symptoms of the various epidemics to which armies are liable, and the precautionary measures necessary to prevent them; the various methods of the disinfection of buildings, tents, clothing, bedding, and accoutrements; the various systems of house and camp drainage; the proper air space to be provided for when buildings other than hospitals have to be adapted to the reception of wounded; the inspection and cooking of food; and a certain amount of male nursing.

Should the grim spectre of invasion ever materialise, the V.A.D.'s are ready to bear their part. They know their work, and can, whenever called upon, take their appointed place. May that day be far distant! But in the present war they have been proud to be able to do work which, though unobtrusive, is nevertheless of great practical value, and the mere fact of their doing it has released thousands of men for the more serious and arduous work in the field. They meet and unload ambulance-trains; they act as orderlies in V.A.D. hospitals, where they superintend the patients' baths (a task often needing much care), assist in carrying patients, do fatigue work, and in many other ways conduce to the smooth running of the hospital machine. Nor do their activities end here. Many of them have established a complete organisation for assisting the police to afford help to those injured in Zeppelin raids. On warning of a raid being received, motors rapidly mobilise at the Detachment's headquarters, with squads of stretcher-bearers ready to start at a moment's notice, while a motor-ambulance containing a surgical chest and an ample supply of bandages and splints is at hand in case of need. In the meantime, the room is cleared to serve as a receiving-station, fires are lighted, kettles put on to boil, and pillows and warm blankets got ready.

Such is the work of the V.A.D.'s, and there can be no member of them who does not feel it a privilege to be able to take some practical share in ministering to the comfort of the good lads for whose patience and cheerfulness the English language has yet to discover adequate epithets.

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## NEW NOVELS.

"Those Lynnekers." The history of Dickie Lynneker illustrates the difficulties of the extraordinary product of an ordinary family. Mr. J. D. Beresford instructs us that the Lynneker blood was thin with age, and that the family standard of manners was sufficiently rigid to paralyse any positive movement in Latimer and Edward, the other sons. Dickie, however, was not hampered by his long descent. Indeed, the picture presented to us shows an opinionated, bulldog young man, amiable because nervous irritation was foreign to his nature, and stubborn because his ideas were as definite as his brothers' were unstable. The conception is good; but Mr. Beresford works it out awkwardly. None of the Lynnekers, except the Vicar, exhibit their fine breeding: Dickie is clumsy, and the rest are a feeble folk—clumsy too, as a matter of fact, though they show it in little, futile ways. They are horribly uninteresting. Dickie begins to be interesting in the last quarter of the book, but until then his personality fails to kindle any enthusiasm in the reader. "Those Lynnekers" (Cassell) has missed fire in the execution; we are sure Mr. Beresford meant to do something much bigger and better than this indeterminate thing. Perhaps the trouble was that he had made up his mind to exclude women from Dickie's life until the right girl came along, and, in excluding them, found his peculiar talent labouring at a disadvantage.

"Mrs. Balfame." "Mrs. Balfame" (John Murray) is a striking piece of work by Mrs. Gertrude Atherton, a study primarily of a potential murderer, and incidentally—almost accidentally, as it seems to us—of the mind of the American public. Since it is written by an author who has the mastery of her art of fiction, it lacks nothing in the way of thrills, not even the concealment of the identity of the real criminal until the last chapter. Mrs. Balfame loathed her husband, for very good reasons. She was the self-made society leader of Elsinore, an Eastern American township, and David Balfame was a blot upon its amenities. He was the bully who tore her careful method of living to shreds, and trampled on it. Mrs. Balfame decided that he must die, and she made her plans accordingly. He did die, and she was arraigned for murder; but it was not her hand that fired the guilty shot. The case attracted acute newspaper interest, and the reporters fastened the guilt on Mrs. Balfame, seeing her trial as providing the best prospects of lively copy. This is where a native American's impressions of American life become so profoundly interesting to the European reader. The ethical side of the situation troubles nobody—certainly not the pressmen, who see nothing but their call to gratify a public avid for sensation; nor Mrs. Balfame's friends, the "sob-sisters" who perjure themselves freely to save their leader; nor the lawyers intent on impressing the jury by artifices as ignoble as the public standard of justice in the country is made to appear. Mrs. Atherton gives us a picture of a community swayed by shallow emotions on the surface, and, beneath it, deeply rooted in materialism. Are we meant to take Elsinore seriously as a typical microcosm of American society? "Mrs. Balfame," the breathless story over, leaves one thinking.

"The Lamp of Destiny." The unhappy childhood of Irene in "The Lamp of Destiny" (Hutchinson) reflects Miss Isabel C. Clarke's observation of the British nation in a sinister light. Jealousy, vindictiveness, and petty cruelty are the characteristics of Mrs. Jayne, afterwards Lady Worthing, in her treatment of the shipwrecked waif whom her husband's kindness of heart throws into her charge. The root idea of the book is interesting, though its elaboration produces a miserable story of persecution and misunderstanding. Irene was the daughter of the notorious Mrs. Armitage, who had murdered her husband in India and been hanged for it. (Query: is there any known instance of a white woman suffering capital punishment in India?) She was adopted by a good soul who was drowned in a shipwreck off the Italian coast, Irene being one of the survivors of the tragedy. She was taken into a convent, and would have been absorbed into the religious life by the nuns but that Mr. Jayne, a young man, the friend of the drowned woman, intervened. Her history from that moment until she fled back to the convent twenty years later, having learned her mother's history, is a record of mental suffering, which includes the brief ecstasy of a love-affair. How much pain, Miss Clarke asks us to note, would have been spared if the nuns had been allowed to shelter Irene from the beginning! It is the world *versus* the convent—and the convent is a handsome winner.

"Moll Davis." A Restoration comedy is not generally believed to have the most decorous reading, but Mr. Bernard Capes has infused the life and intrigue of that merry age into "Moll Davis" (Allen and Unwin) without stirring too deeply in seventeenth-century dustbins. His comedy might be a footnote to Grammont, the tale of another Hamilton, with Moll Davis in place of the skittish Maids of Honour. She sings and dances in and out of the quarrel between Lord Chesterfield and his Lady, a creature impudent and light—perhaps as well suited as any pretty woman could ever be to skate on the thin ice of Charles's Court. Her lively wit found fair game in George Hamilton, in the two serious Chesterfields, so busy at cross purposes, and even in the saturnine but ogling Lord High Admiral, James Duke of York. Mr. Capes has put good work into her story—it needs a skilful hand to reconstruct 1661 without drawing upon Wardour Street, and this has been done in "Moll Davis" to a nicety. He makes a point in the contrast between the Court atmosphere and the tender philanthropy of the wandering harpist. It was not Whitehall, in those days, that kept sweet the English spirit, and garnered the grain of mutual confidence and self-sacrifice for the sterner times in store. Moll was right when she mocked at her noble acquaintances, and doubly right when, sober at heart for a moment—or was it merely a flash of prudence?—she went back to her music-making husband.





By G. K. CHESTERTON.

THE victory and (what is not always the same thing) the success of our nation in this war demand a very vital distinction between things in which the common citizen may criticise profitably and things in which he may not. To recognise that both kinds of criticism, the legitimate and the illegitimate, can exist is only another way of not being a maniac—and, what is worse, a monomaniac. I have gathered from letters and other sources that I did not make myself wholly clear about one distinction which I think highly practical and to the point. I mean the distinction between the appeal to reason, and the appeal to realism—that is, between the right to lay down the laws on which all deduction should be made from the data, and the right to lay down the law about the data themselves. The first is not only the right but the duty of the citizen; the second must, whether he likes it or not, be in practice the secret of the expert. By way of a summary, I said we had the right to judge of the algebra of the war, though not of the arithmetic.

But, owing to that mean modern educationalism which despises the abstract, some of my critics seem to hold the strange opinion that arithmetic is simpler than algebra. It is therefore necessary to take a concrete case, and I will take one which exactly illustrates what I mean about the right to resist the fallacies, even when we do not know the facts. The warm popular welcome given to the Prince of Serbia in London referred to many aspects of the peculiar position of his historic and heroic people. Serbia is a symbol of nearly all the crucial ideas of this conflict. She is a symbol in the diplomatic quarrel, being a small nation which, solely through being a small nation, received from a great empire an insult which was really more abominable than mere annexation. For surely an Englishman would almost prefer that England should be openly invaded and conquered than be allowed only a German policeman at the corner of his street, and only a German magistrate to direct the trial of Jack the Ripper. The proof that all German policy is death to the small nation can be found in the simple fact that the ultimatum to Serbia becomes frankly comic if we even imagine it as applied to a great nation.

Serbia is a symbol ethically and economically, in the larger European elements which prepared the war. She is, first and last, the free peasantry. She represents the most ancient and enduring obstacle to Prussia's imposition of the Servile State upon the world. That obstacle is the fact that, in spite of the blundering Prussian etymologists, the Slav is never a slave. Thirdly, Serbia is a symbol of the high fighting efficiency of such folk, for it is now too often forgotten, in the lament over the temporary loss of Serbia, that the Serbian single-handed drove the Austrians across the Danube and replanted the national colours even in the perilous outpost of Belgrade. For all these reasons it was very natural that, when the junction between Serbia and her allies failed in front of Uskub and was followed by the tragic Serbian retreat, English people should feel the fact as humiliating and even heart-rending. Some critics, notably Miss Pankhurst—that active spirit—were moved by a pardonable impetuosity to demand a Franco-British reconquest of Serbia at any cost. "Three hundred thousand men must and can be sent by Great Britain to the Balkans. These men

can be drawn from among the 1,000,000 men we have in France." Such was the command issued by Miss Pankhurst to the allied Generals.

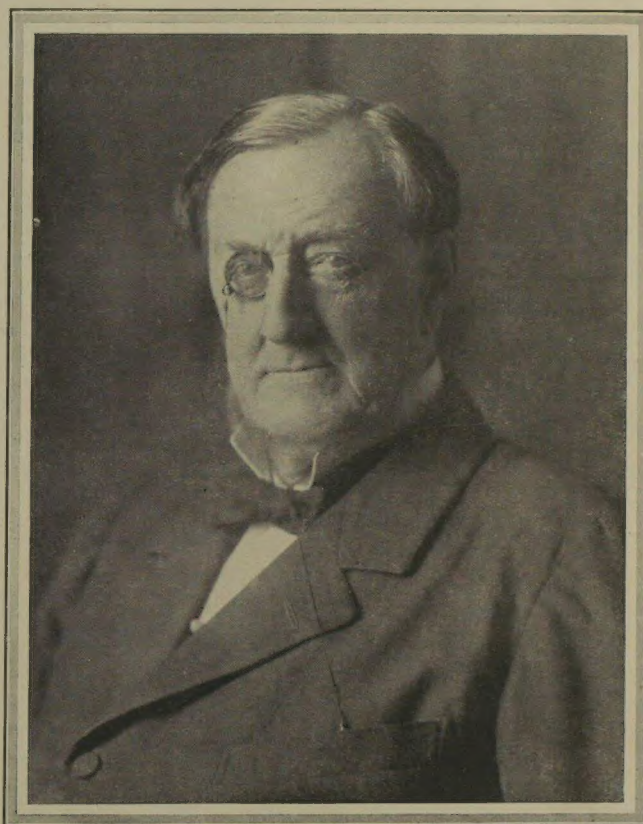
Now, while I share Miss Pankhurst's enthusiasm for Serbia, and while I do not for a moment doubt her loyalty to England and France, I would intimate that such a question can no more be settled by her or me than by a cab-horse or a crocodile. Anybody to whom God has given five wits could see, without waiting for the blazing illustration of Verdun, that the worst calamity for all of us, including the Serbians, would be the least real weakening of the line in France. About whether the particular figure given would weaken it I do not

to sacrifice the Serbian Army in order to concentrate elsewhere. But it really proves the precise opposite. There might be—indeed, I think there really was—a strong moral argument for saving Serbia as Serbia. But if we specially insist on it as part of a more important whole, the only possible deduction would be that it must suffer for the sake of the rest. Miss Pankhurst might have had a case if she had insisted that Serbia is a nation; and that a nation is irreplaceable. But if she insists that Serbia is only a regiment in an army—why, then, it is unfortunately often necessary in war that a whole regiment should be sacrificed to the plan of a whole army. In short, she has chosen as a reason for rescuing the Serbians something that could only be used as a plausible, though perhaps a despicable, reason for deserting them.

I have taken this small case only as the clearest working model of the possibility of algebraic without arithmetical criticism. A sophistry, which might mislead many, can be exposed here without any reference to the technical facts at all. It can be defeated in the air, as Warneford defeated the Zeppelin. We might have a million men in France or ten men in France; a thousand men in Serbia or one man in Serbia; and it would still be true that a thing is more when considered as the whole than when considered as part of the whole. Now, it is this sort of criticism, the general claim for clearness in thinking, which we can offer and ought to offer incessantly all the time. We cannot always tell when our rulers are contradicting the facts; but we can tell when they are contradicting themselves. And they, and their advisers in the Press, must unfrequently do contradict themselves. It is irrational in the abstract, for instance, to call strikers unpatriotic for holding out against an employer's terms, if you do not also call an employer unpatriotic for holding out against their terms.

But it was in answer to the alleged impossibility of criticising Germany herself, as being a foreign and complex country, that I originally urged this point. It is still in that connection that it is most cogent. It cannot be too often repeated that our case against Germany rests upon the facts admitted by Germany. Her case breaks down of its own weight. In the case of the Belgian outrage, for instance, her own explanations do not explain. The German Army invaded Belgium; and the German Chancellor said it was doing a wrong required by a military necessity. The Germans then claimed that by doing this wrong they had found that it was really right, because of documents discovered at Brussels. I do not know what they were, and I doubt if they do. But if they had proved to the hilt that King Albert and Mr. Asquith were going to kidnap the Kaiser and torture him till he became a Thug, it would make no difference to the abstract illogicality of justifying a crime confessed yesterday by some insupportable provocation offered to-morrow. The adamant triangle of those three facts, and the order in which they were established, cannot for all eternity be altered by any of the infinite complexities to be found inside the triangle. Those three lines have enclosed a space, a space which has all the finality of a philosophical prison. Within it the Prussian remains convict and captive for all time, as in that cage with which Macbeth was menaced, over which was to be written, "Here men may see the tyrant."

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A FAMOUS PRIVY COUNCILLOR RAISED TO THE PEERAGE:  
THE RIGHT HON. HENRY CHAPLIN, M.P.

Mr. Henry Chaplin has been for so long a distinguished and representative type of the English country gentleman and straightforward politician that all political parties will join in congratulating him upon the peerage conferred upon him by his Majesty the King. Mr. Chaplin, who has served the country and the Crown loyally and well in various capacities, and is one of the most valuable authorities living on all matters connected with agriculture, horse-breeding, and cognate subjects, was first President of the Board of Agriculture, with a seat in the Cabinet, 1889-92. He was born in 1841, and in 1876 married Lady Florence Leveson-Gower (who died in 1881), daughter of the third Duke of Sutherland. The Marchioness of Londonderry, a "great lady" much given to good works, is Mr. Chaplin's elder daughter. The new peer's only son is Major Eric Chaplin and is married to a sister of Lord Nunburnholme.

Photograph by Lafayette.

claim to know; I know so little that Miss Pankhurst might even be right, for all that I claim to contradict her. But Miss Pankhurst, returning to the charge, proceeded to prove in the abstract that she was right. And I must record with sadness that all she can be said to have proved was that she does not know how to prove anything.

She laid it down as the first principle of the war that the Allies were really one army: that their division was accidental, their aim identical, and that therefore any part of this army must support the rest. She took this as proving that we ought not



## THE WAR ON LAKE VICTORIA NYANZA: THE WESTERN

PHOTOGRAPHS BY A BRITISH OFFICER

## SECTION OF THE ANGLO-GERMAN BORDER IN EAST AFRICA.

SERVING IN EAST AFRICA.



NEAR THE SCENE OF A BRITISH VICTORY: THE WESTERN SHORE OF LAKE VICTORIA NYANZA JUST NORTH OF THE CAPTURED GERMAN FORT AT BUKOBA.



A CURIOUS NATURAL FEATURE ON LAKE VICTORIA NYANZA: A GROUP OF ROCKS WITH TREES GROWING UPON THEM.



PRIMITIVE NATIVE CRAFT OF LAKE VICTORIA NYANZA: PADDLING A LARGE CANOE PAST WOODED BANKS ALONG THE WESTERN SHORE.



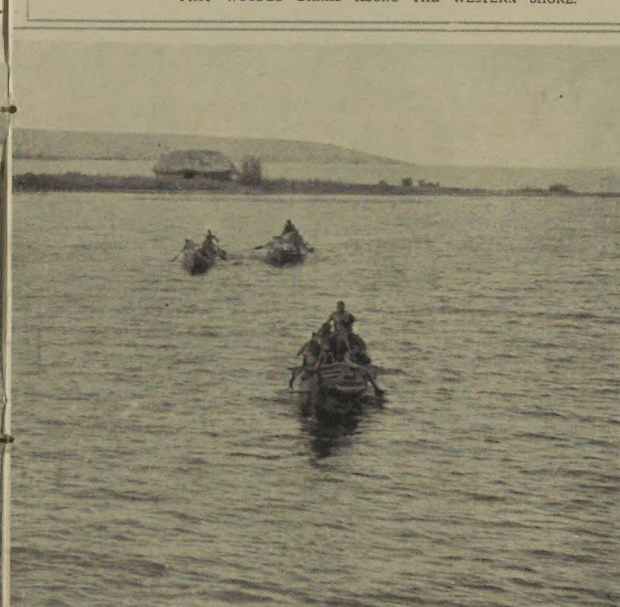
LIKE A REACH OF THE THAMES: THE RIVER KAGERA, WHERE THE BRITISH FORCES WEST OF THE LAKE WERE STATIONED, NEAR THE GERMAN BORDER.



ON AFRICA'S GREATEST LAKE, BOUNDED BY BOTH BRITISH AND GERMAN TERRITORY: A STEAMER ON LAKE VICTORIA NYANZA.



WHERE THE LAKE STEAMERS BURN WOOD AS FUEL AND LARGE STACKS OF WOOD TO A STEAMER



OF WOOD ARE KEPT READY ON SHORE: NATIVE CANOES BRINGING OFF ON LAKE VICTORIA NYANZA.



HOW THE ANGLO-GERMAN BOUNDARY IS MARKED IN EAST AFRICA: ONE OF THE FRONTIER CAIRNS ERECTED EVERY FEW MILES.



ON AFRICA'S HIGHEST MOUNTAIN NEAR THE SCENE OF GENERAL SMUTS'S VICTORY: FOREST GROWTH ON THE SLOPES OF KILIMANJARO.



NEAR THE BOUNDARY OF UGANDA AND GERMAN EAST AFRICA: A NATIVE ROAD ACROSS SWAMPS WEST OF LAKE VICTORIA NYANZA.



A PLACE WHERE THE ROAD HAS SUNK INTO THE SWAMP—A NOT INFREQUENT OCCURRENCE: BAGGAGE-CARRIERS CROSSING THE SUBSIDENCE.



CONSTRUCTED OF LOGS COVERED WITH EARTH: ANOTHER SECTION OF ROAD IN UGANDA ACROSS A LARGE SWAMP NEAR THE GERMAN FRONTIER.

General Smuts's victorious campaign in East Africa is being conducted in the country just south of Mt. Kilimanjaro, which lies about two-thirds of the distance between Lake Victoria Nyanza and the east coast. It must not be forgotten, however, that the shores of the great lake itself, both on its eastern side, near Karungu, and the western, or Uganda, shore, have seen much fighting earlier in the war. An official despatch issued last June stated: "West of the lake our forces were stationed along the River Kagera. . . . The base for the enemy's forces operating in this direction was the port of Bukoba, on the western shore. . . . It was decided to send an expedition by steamer from Kisumu, the port on the eastern shore of the lake and the terminus of the railway, while our forces along the Kagera River were to co-operate. . . . On June 20 the expedition sailed. The force, which was under the command of Brigadier-General J. M. Stewart, consisted of detachments of the 25th Battalion, Royal Fusiliers (Legion of Frontiersmen), Loyal North Lancashire, and King's African Rifles, with some artillery, while the guns

of the armed lake steamers provided further artillery support. On June 25 General Tighe reported that the result of the operations had been a brilliant success, and that the troops were returning after having destroyed the fort, the wireless installation, and many boats." A later official account added: "The distance from the Kagera River to Bukoba is about thirty miles, and the country is swampy and presents great difficulties. Between Kisumu and Bukoba there is the whole breadth of the Lake, about 240 miles. To combine operations starting from such widely separated points was a task in itself of no small difficulty." Lord Kitchener cabled congratulations to General Tighe (then G.O.C. in East Africa) and General Stewart, who commanded the expedition. The latter, who had meantime become Major-General Stewart, took a no less brilliant part in the recent victory at Kitovo. Starting from Longido, 40 miles north-west of Kilimanjaro, with a strong mounted column, he dashed round the mountain and took the Germans in the rear on the Moshi-Arusha road, while General Smuts's main body attacked them from the opposite direction.



# FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY LAFAYETTE, C.N., BARNETT, DRENNHAM, AND WHITELEY.



2ND LIEUT. ANTROBUS T. HARRIS,  
Bedfordshire Regiment. Son of Mr.  
Clement Antrobus Harris, Ellangowan,  
Crieff, Perthshire.



MAJOR CHARLES E. LUARD,  
Norfolk Regiment. Missing since Septem-  
ber; now believed killed. Mentioned in  
despatches in October.



MAJOR EDWARD FREEMAN,  
Royal Welsh Fusiliers. Son of Mr. Harold  
Freeman, and grandson of late Edward A.  
Freeman, Professor of Modern History.



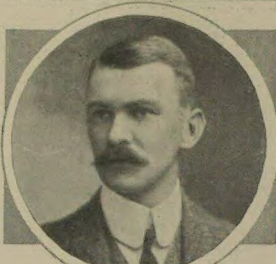
CAPT. THE HON. A. T. SHAUGHNESSY,  
Canadian Infantry. Son of Right Hon.  
Lord Shaughnessy, K.C.V.O., Chairman  
and President Canadian Pacific Railway.



CAPT. GEORGE CARR WATSON,  
Devonshire Regiment. M.A., Cambridge.  
Son of Mr. and Mrs. E. G. Watson, Gill  
Side Grove, Roker, Sunderland.



LT.-COL. HENRY ARTHUR CLOWES,  
Staffordshire Yeomanry. High Sheriff for  
Derbyshire. Son of the Hon. Mrs. Clowes  
and cousin of Lord Waterpark.



MAJOR F. C. LAMBERT,  
R.A.M.C. Son of Lieut.-Col. Lambert,  
late R.M.A., of Bournemouth. Was  
twice mentioned in despatches.



CAPT. GERALD J. MORTIMER MOXON,  
Royal Fusiliers. Son of Mr. and Mrs.  
C. Frederick Kerr, Palace Gardens Ter-  
race, and grandson of late Major F. Drake.



CAPT. ARTHUR F. G. KILBY, V.C.,  
South Staffordshire Regiment. Won  
during the present war the Victoria  
Cross, D.S.O., and Military Medal.



CAPT. EDWARD LAMBTON,  
Pembroke Yeomanry. Son of Lieut.-Col.  
Francis Lambton and late Lady Victoria  
Lambton. Held the Order of the Osmanieh.



MAJOR JOHN G. HARTER,  
Durham Light Infantry. Son of Mr.  
Charles Harter, Onslow Houses. Had  
qualified as first-class interpreter.



2ND LIEUT. J. G. A. SCOTT,  
Lancashire Fusiliers. Son of Mr. and  
Mrs. John T. Scott, of Rushden. Died of  
wounds.



2ND LIEUT. DAVID PRITCHARD,  
Royal Welsh Fusiliers. Son of Dr. J. J. G.  
Pritchard, R.A.M.C., Heathfield, Dewes-  
bury, Yorkshire.



CAPTAIN HAROLD B. SKINNER,  
Q.V.O. Rajputs L.I. Fought in S. Africa;  
Queen's medal, 2 clasps. Son of late  
Lieut.-Col. and Mrs. Russell Skinner.



2ND LIEUT. ERNEST FORD RANKEN,  
King's Own Scottish Borderers. Son of  
Mr. William Ranken, Edinburgh. Men-  
tioned in despatches.



LIEUT. RICHARD GAVIN BROWN,  
Royal Army Medical Corps. Died of  
dysentery contracted while on active  
service.



LIEUT. NOEL P. J. TURNER,  
South Wales Borderers (attached Welsh  
Regiment). Officially reported killed  
while on active service.



LIEUT. E. M. HOPTON,  
Shropshire Yeomanry. Son of late Lieut.-  
Gen. Sir Edward Hopton, K.C.B. Was  
born at Chaubuttia, India, 1884.



2ND LIEUT. GEORGE T. CARTER,  
Norfolk Regiment. Son of Mr. A. H.  
Carter, King's Lynn. Killed in action.  
Aged 19.

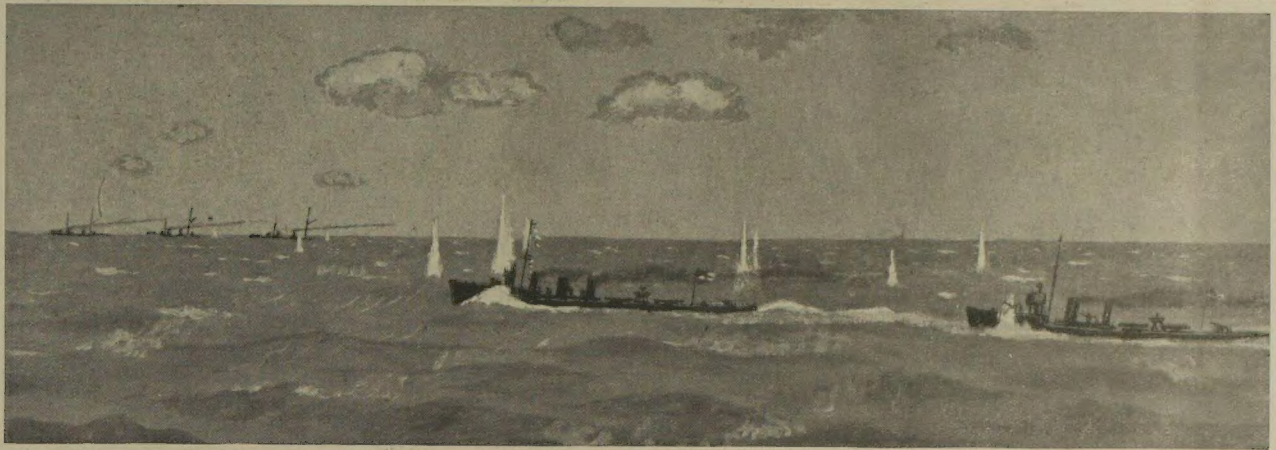


ENGR.-LIEUT. JOHN MURRAY,  
R.N. A Glasgow officer who lost his  
life at sea in the execution of his duty  
to his country.

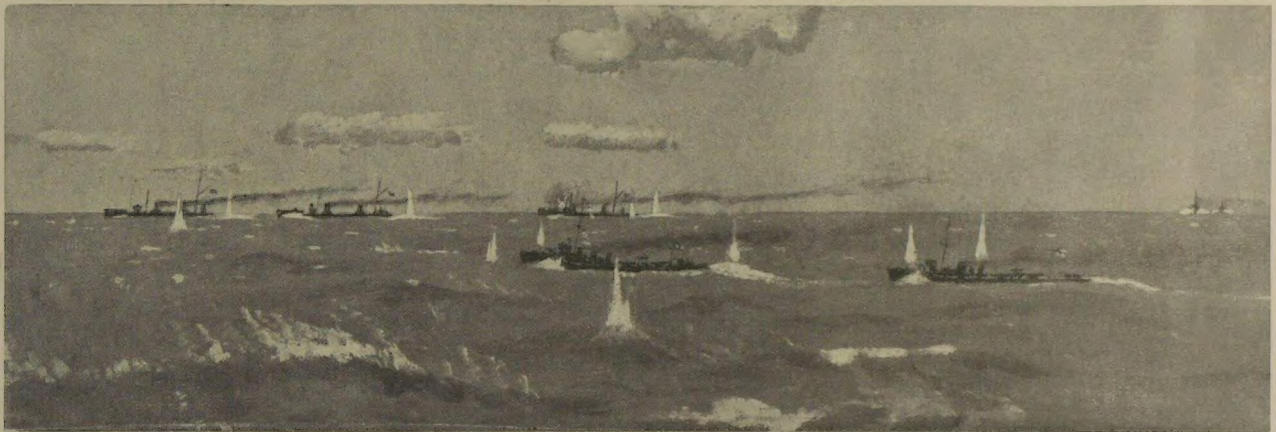


# A NORTH SEA DESTROYER ACTION: HOW IT WAS FOUGHT.

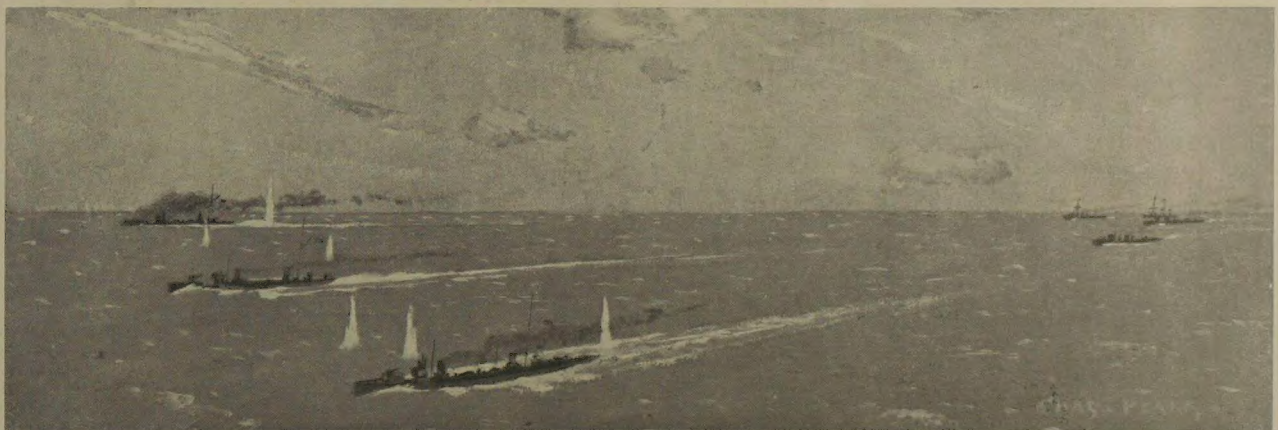
DRAWN BY CHARLES PEARS FROM SKETCHES BY ONE WHO TOOK PART IN THE ACTION.



THE OPENING PHASE THE ENEMY SIGHTED AND TWO OF THE BRITISH DESTROYERS STEERING A COURSE TO CLOSE—FIRING RANGING SHOTS.



THE SECOND PHASE: THE BRITISH DESTROYERS STILL CLOSING, AND ONE OF THE ENEMY EVIDENTLY BADLY HIT—THE SECOND TWO BRITISH DESTROYERS APPROACHING (TO THE RIGHT).



THE FINAL PHASE: THE ENEMY GO ABOUT AND HEAD IN FLIGHT FOR THE BELGIAN COAST—THE LEADING BRITISH DESTROYERS IN PURSUIT (TO THE RIGHT).

The three phases of the smart little running fight between four British and three German destroyers, off the Belgian coast on the morning of March 20, are shown above, as noted on the spot. Two British destroyers sighted the three Germans first and began firing on them, closing towards the enemy at the same time. The fire was replied to. On the appearance of the second British pair, the enemy promptly turned and ran, being pursued for as long as possible. According to the Admiralty statement: "Two of the

enemy's boats were observed to be hit. Our casualties were four men wounded." The fight is the fourth in those waters. The first was on October 17, 1914, when the light cruiser "Undaunted" and four British destroyers, after an hour's chasing fight, sank four German destroyers. The second was on May 1, 1915, when four British destroyers sank four Germans. The third was on August 22, when two French destroyers sank a similar enemy vessel.—[Drawings Copyrighted in the United States and Canada.]



# AFTER THE RUSSIAN VICTORY: CAPTURED OUTER FORTS OF ERZERUM.



A HILL-TOP FORT WITH AN OUTER-LINE WALL LOOPHOLED FOR MUSKETRY; ALSO A DISABLED TURKISH GUN-CARRIAGE IN THE SNOW: FORT RABAU DEDE.



THE INTERIOR OF A SECOND FORT, WITH THE WALL OF ITS *REDUIT*, OR KEEP, BREACHED BY RUSSIAN GUN-FIRE: FORT AZIZIE.

At the time of the entry of Turkey into the war, as far as is known, the defences of Erzerum outside the citadel which overlooked the city, comprised, in all, sixteen forts. Besides these there were a number of redoubts and intermediate minor works at certain points. The main defence line lay along the eastern side of the fortress, fronting towards the Russian border. On that side there were twelve forts, grouped to support each other in two lines. On the north of Erzerum, eighteen miles from Erzerum citadel, were two large forts, one on the right bank of the River Kara Soo, and the other five

miles from it on the left bank. A wide marsh protected the city on that side, in addition. The southern approach to Erzerum was flanked by two large forts, from eight to ten miles from the citadel. The forts in general were of quite modern type. They were added to during 1912 and 1913, and were in process of being materially strengthened under the supervision of the German General Liman von Sanders at the time of the breaking out of the war, on the most approved German model, a military engineering staff of officers specially sent from Berlin being employed.



## THE PICTURESQUE ARMENIAN CITY TAKEN BY RUSSIA: IN ERZERUM.

PHOTOGRAPH BY KORSAKOFF.



IN RUSSIAN HANDS FOR THE THIRD TIME WITHIN 100 YEARS: AN OLD-WORLD STREET IN THE CAPTURED CITY OF ERZERUM.

Erzerum, the capital of the Turkish vilayet of that name in Armenia, which recently fell to the Russian arms, has twice before been in the hands of Russia during the past hundred years. It was captured in 1829, and again in 1878, and on the latter occasion was restored to Turkey shortly afterwards under the Treaty of Berlin. The city is very picturesquely situated, at a height of over 6000 feet above sea-level, on a fertile plateau

bounded by lofty mountain ranges, through which the Russian Army of the Caucasus recently forced its way by a wonderful winter march, already illustrated in these pages. Erzerum is a city of considerable antiquity, dating from the fifth century, when the Roman Emperor Theodosius the Younger founded a citadel there, about 415 A.D. It was then known as Theodosiopolis.



# IN ERZERUM: ON THE CARAVAN ROUTE FROM TEHERAN TO MECCA.

PHOTOGRAPHS BY KORSKOFF.



OUTSIDE THE ARMENIAN CITY RECENTLY CAPTURED BY THE RUSSIANS: WAGONS IN THE SNOW NEAR ERZERUM.



IN CAPTURED ERZERUM: A ROAD THROUGH THE CITY ON THE TRADE-ROUTE FROM TREBIZOND TO TEHERAN.



WITH ITS RAMPART OF SNOW-CLAD MOUNTAINS AND FORESTS: ERZERUM—A GENERAL VIEW.



THE RUSSIAN OCCUPATION OF ERZERUM: COSSACKS ON GUARD, AND INHABITANTS GOING ABOUT THEIR BUSINESS UNMOLESTED.



BUSINESS AS USUAL IN CAPTURED ERZERUM: A SHOP WITH A STOCK-IN-TRADE OF ROPES, HARNESS, TIN CANS, FUNNELS, LANTERNS, AND SO ON.



MASCULINE FASHIONS IN CAPTURED ERZERUM: A PICTURESQUE CORNER OF THE BAZAAR, WITH SOME TYPICAL FREQUENTERS.

Erzerum, which lies about 110 miles south-east of Trebizond on the Black Sea, is an important station on the trade route from that port to Teheran, and caravans journeying from the Persian capital to Mecca also make Erzerum a halting-place. The city carries on an extensive trade, exporting cattle, horses, mules, furs, hides, mohair, silk, wool, butter, wheat, linseed, and gall nuts. The chief industries are iron and copper working,

but the country round is mainly agricultural. The caravan traffic has been much diminished since the completion of the Transcaucasian Railway. A writer describing the city says: "If the variety of speech and race and costume in the bazaars of Erzerum does not rival the wonders of Tiflis . . . at least it offers an epitome of the trading races of the Near East."



## PROMOTED: THE HEIR TO THE THRONE IN EGYPT.

PHOTOGRAPH BY FARRINGTON PHOTO. CO.



WITH "THE SOUL OF ANZAC" RIDING BY HIS SIDE: CAPTAIN H.R.H. THE PRINCE OF WALES IN EGYPT.

The Great War has given the Prince of Wales opportunity to win his spurs, as the Heir to the Throne of a Great Empire should win them in these days of world-strife, on the field of battle. On the Western front he won golden opinions for his pluck and his modesty, and on many an occasion he visited the fire-trenches. As a soldier generally, he has proved himself both alert and capable. Now he has taken up duties at the Headquarters of the Egyptian Expeditionary Force, and is following with great interest

the work of not only the British troops, but the "Anzacs." In the photograph he is seen inspecting troops, with General Birdwood (the "Soul of Anzac") riding on his right. The notice of his promotion read: "Grenadier Guards. Lieutenant His Royal Highness Edward A. C. G. A. P. D., Prince of Wales and Duke of Cornwall, K.G., to be Captain, Supernumerary to Establishment; dated March 10, 1916." The promotion was well earned, and has given immense satisfaction throughout the Army and the Empire.



# THE TORPEDOING OF A PASSENGER-BOAT IN MID-CHANNEL: SCENES ON BOARD AND AROUND THE SHATTERED "SUSSEX."

PHOTOGRAPHS BY E. C. MACKINNEY AND JEAN TORREL.



WHERE A NUMBER OF THOSE ON BOARD THE "SUSSEX" WERE DROWNED: BOATS FROM THE STRICKEN SHIP, WHICH RETURNED TO HER WHEN IT WAS DISCOVERED SHE WOULD REMAIN AFLOAT.



SHOWING HOW THE BOWS WERE BLOWN CLEAN OFF BY THE EXPLOSION: THE "SUSSEX" REACHED AT BOULOGNE.



EFFECTS OF THE EXPLOSION: PLANKING TORN UP AND STANCHIONS WRENCHED OUT.



HAVOC WROUGHT ON BOARD THE "SUSSEX" BY THE IMMENSE FORCE OF THE EXPLOSION: THE INTERIOR OF THE FIRST-CLASS DINING SALOON.

Although the Germans are reported to have denied that the "Sussex" was torpedoed by one of their submarines, the fact that it was has been placed beyond doubt by trustworthy witnesses. Captain Moulet, the commander, some of his officers, and a number of passengers, have all declared that they saw the torpedo approaching about a hundred yards from the ship. A French official statement said: "There is no shadow of doubt that she was torpedoed without warning." Some of those on board at once took to the boats. An Australian passenger, Mr. A. McHarg, describing his experiences, said that "when he reached the deck (i.e., after the explosion) he found one boat already lowered. People were jumping into it and into the sea. Just as he was thinking of jumping himself he was knocked down by a violent blow in the shoulder from an excited passenger. This proved fortunate, for when he got up he saw that the boat

had been capsize by the mass of people jumping into it. The sea was covered with debris from the fore part of the ship, which was blown clean away as far as the saloon bulkhead. This, although bulged inwards, remained water-tight and thus saved the ship. There was no panic after the first ten minutes. There were plenty of life-belts. He eventually left in another boat, and after rowing about for some time, and finding that the "Sussex" was still floating on an even keel with the officers and the majority of the crew on board, this boat returned to the ship, as did three other boats. The passengers suffered extremely from cold." It was six hours before the French patrol-boat "Marie Thérèse" reached the spot, removed most of the passengers, and took the disabled ship in tow. She was eventually beached at Boulogne. The "Sussex" is a twin-screw steamer of 1353 tons, built by Messrs. Denny at Dumbarton in 1896.



## TORPEDOED—270 WOMEN AND CHILDREN ON BOARD: THE "SUSSEX."

UPPER PHOTOGRAPH BY E. C. MACKINNEY.



WOMEN PASSENGERS IN THE CROWD ON DECK AFTER THE EXPLOSION: THE SCENE ON BOARD THE "SUSSEX" DURING THE LONG WAIT FOR THE RESCUE-SHIPS.



FACED WITH THE POSSIBILITY OF DEATH ON THE OPEN SEA: WOMEN AND CHILDREN AND OTHER PASSENGERS WEARING LIFE-BELTS ON BOARD THE "SUSSEX" AFTER THE EXPLOSION.

The Channel steamer "Sussex," torpedoed about 4.30 p.m. on March 24 while crossing from Folkestone to Dieppe, had on board 386 passengers, of whom 270 were women and children, and a crew of 52. About fifty people lost their lives, some through the explosion and others by the capsizing of boats. As the ship remained afloat the boats returned, but it was six or seven hours before help arrived, owing, apparently, to difficulty in defining the position of the "Sussex," through an accident to the wireless apparatus. Mr. Edward Marshall, of the "New York Sun," said: "It

was about 10 o'clock when a French trawler arrived, and the difficulty of transferring the women and children to her was enormous, as there was by that time a fairly rough sea. . . . To an American who looked about upon the company of white-faced, shivering women during those long hours of gloom and peril before the rescue-ships appeared, and who listened to the wailing of the babies vainly wrapped against the chilling cold, sometimes by strangers' hands because their mothers' hands were still for ever, a growing feeling of hot anger was inevitable."



# IN CASE OF A ZEPPELIN RAID: HOW THE V.A.D.'S WOULD HELP.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



STARTING OUT ON RECEIVING NEWS OF ZEPPELIN RAID.

## HOW THE VOLUNTARY AID DETACHMENTS ARE TRAINED TO ACT IN THE EVENT OF ZEPPELIN RAIDS: STARTING OUT WITH A MOTOR-AMBULANCE AND EXTEMPORISING A RECEIVING-STATION FOR CASUALTIES.

During the war the V.A.D.'s have done much useful work at home, which has released thousands of men for service in the field. They meet and unload ambulance-trains, act as orderlies in hospitals, help in carrying patients, and perform various kinds of fatigue duty. But, as the writer of our article on another page points out, their activities do not end here. "Many of them have established a complete organisation for assisting the police to afford help to those injured in Zeppelin raids. On warning of a raid being received, motors rapidly mobilise at the Detachment's headquarters, with squads of

stretcher-bearers ready to start at a moment's notice, while a motor-ambulance containing a surgical chest and an ample supply of bandages and splints is at hand in case of need. In the meantime, a room is cleared to serve as a receiving-station, fires are lighted, kettles put on to boil, and pillows and warm blankets got ready." It may be added that the above illustration does not represent an actual occurrence, but is designed to show the kind of work which the V.A.D.'s would do if their services were called upon in such an emergency.—[Drawing Copyrighted in the United States and Canada]



## OUR HOME SERVICES UNDER THE RED CROSS: WORK IN WHICH THE V.A.D.'s ARE TRAINED AGAINST EMERGENCIES.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



## WORK WHICH VOLUNTARY AID DETACHMENTS WOULD PERFORM IN CASE OF RAIDS OR INVASION: FIRST AID, TRANSPORT OF WOUNDED, AND HOSPITAL ORGANISATION.

The Voluntary Aid Detachments of the British Red Cross Society and the St. John Ambulance, or V.A.D.'s, as they are generally called, form an important part of our system of home defence, and in the war many of their number have also done excellent work abroad. The story of their inception and progress is given in an interesting article elsewhere in this issue. "From the nature of the duties assigned to the V.A.D.'s," says the writer, "as an adjunct to the Territorial Force in case of invasion, a varied and comprehensive training must be necessary. The First Aid Certificate being compulsory, instruction classes are held and frequent practice given in the treatment of the various cases of haemorrhage and fractures which may occur in war. . . . A certain amount of squad-drill is at first given to make

the men handy, and this is followed by stretcher-drill. . . . A stretcher-squad consists of four men. . . and each of the four has particular duties assigned to him. . . . Extensive practice is given in this work . . . not only in first aid, but also in carrying loaded stretchers over streams, hedges, and other natural obstacles. . . . They are instructed in the principles which govern the selection of sites for camps and field-hospitals, and—that most necessary of all precautions—the proper choosing and testing of sources of water-supply. . . . Should the grim spectre of invasion ever materialise, the V.A.D.'s are ready to bear their part. They know their work, and can, whenever called upon, take their appointed place."—[Drawing Copyrighted in the United States and Canada.]

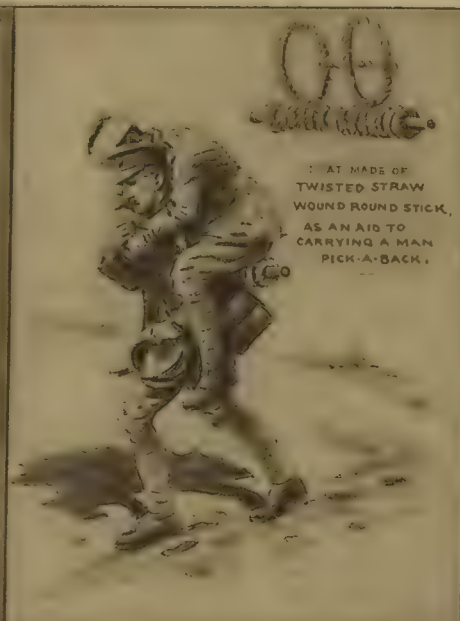


# IMPROVISING AMBULANCE TRAINS AND WAGONS: V.A.D.'S AT WORK.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



FITTING UP ORDINARY  
RAILWAY CARRIAGE COMPARTMENT  
WITH IMPROVED ROPE STRETCHERS.



AT MADE OF  
TWISTED STRAW  
WOUND ROUND STICK,  
AS AN AID TO  
CARRYING A MAN  
PICK-A-BACK.



AN EMERGENCY — LOWERING  
A STRETCHER ON TO THE  
PERMANENT WAY.



COUNTRY CART FITTED WITH POLES  
FROM WHICH STRETCHERS ARE SLUNG.



MAKING STRAW PILLOW  
AND MATTRESS.

## EMERGENCY DUTIES OF THE VOLUNTARY AID DETACHMENTS: REMOVAL OF WOUNDED BY RAIL, CART, AND CARRYING; AND IMPROVISATION OF BEDDING.

Loading and unloading ambulance wagons and trains is an important part of the V.A.D. training. To quote again from our article on another page: "To get a stretcher out of a train on to the platform is a simple enough matter, but it is quite a different affair to grapple with the problem of having nothing higher to work from than the permanent way. A feature is also made of extemporising stretchers and ambulances. A couple of coats and two brooms can be utilised; a very comfortable stretcher can be made from a couple of poles and two cross-pieces cut from a tree and some rope; hurdles,

doors, and gates can also be employed. Ordinary farm-carts and wagons can be so arranged by lashing poles to their sides that stretchers can be slung clear of the floor, reducing jolting to a minimum. Ordinary railway carriages and wagons, too, can be adapted for the comfortable transport of wounded; and the men are taught the most approved methods of utilising hat-and-coat racks and communication-cord tubes for steadying and slinging stretchers. All the various methods of carrying wounded otherwise than on stretchers are practised."—[Drawing Copyrighted in the United States and Canada]



## A VISITOR TO ENGLAND, WITH THE SERBIAN CROWN PRINCE REGENT.

PHOTOGRAPH BY C. VANDYK.



A GREAT PRIME MINISTER—PHOTOGRAPHED IN THIS COUNTRY: M. NICOLAS PASHITCH, DIRECTOR OF SERBIA'S POLITICAL DESTINIES.

M. Nicolas Pashitch, the Serbian Prime Minister, who visited this country in company with the Crown Prince Regent, is in his sixty-fifth year. In 1908, when he was a member—if not, indeed, the mainspring—of the Milanovitch Cabinet, his forlorn-hope endeavours to prevent the flagrantly unjust seizure and annexation of Bosnia and Herzegovina by Austria first drew European attention to him. On the death of M. Milanovitch, in 1912, M. Pashitch became Premier and Foreign Minister, which offices he held during the two Balkan Wars of 1912 and 1913, strenuously doing his utmost in the final negotiations with the Great Powers to gain for Serbia a port on the Adriatic. Three

times he has had to resign office, but was recalled immediately to power on each occasion. Since December 1914, when Serbia was in the midst of her first campaign of the present war, with the Austrians, M. Pashitch has been the political leader of the Serbians, bravely facing the fate that has befallen his compatriots. With the other members of the Government, M. Pashitch passed through the winter horrors of the retreat at the end of last year, and ultimately found a refuge in Italy, whence, with unflinching fortitude, he has continued to work with the Allies for the reorganisation of Serbian affairs and the ultimate rehabilitation of the nation.



## OUTPOSTS ABOVE THE SNOW-LINE: ITALY'S ALPINE WINTER WAR.

ITALIAN WAR OFFICE PHOTOGRAPHS SUPPLIED BY ALPIREI.



MAN-HAULING A FIELD-GUN UP A SNOW SLOPE TO ITS FIRING-POINT BENEATH A ROOF ERECTED TO HIDE IT FROM ENEMY AIRMEN.



HIGH UP AMONG THE MOUNTAINS: AN ANTI-AIRCRAFT GUN SENTRY ON LOOK-OUT—IN HIS WINTER GARB.

The snow-line in winter time has been no barrier to the pertinacious Italian campaign in the Alps. Infantry attacks have been pressed on amid the glaciers, artillery positions have been taken up on snowfields, outposts have been established at almost incredible altitudes. In the upper illustration a field-gun is being man-hauled up a snow-clad slope to its firing-point underneath a shed, erected to conceal the gun's position from

enemy airmen. Viewed from above, the flat snow-covered roof would be undistinguishable amidst the surrounding snowy waste. In the lower illustration the sentry of an anti-aircraft gun detachment, posted high up among the mountains, is seen garbed in his winter kit, in warm hood, blanket blouse, and thick leg-wrappings, all of light colour to tone with the natural surroundings of the neighbourhood.



## HOW ITALY IS "HACKING THROUGH" THE ALPS: BIG GUNS IN USE.

PHOTOGRAPHS SUPPLIED BY ALFIERI.



LAI'D FOR BOMBARDING AUSTRIAN FORTS OUT OF DIRECT SIGHT ACROSS A MOUNTAIN RIDGE: AN ITALIAN GUNNER VERIFYING THE ELEVATION OF A 280 MM.



AFTER "CLIMBING" UP STEEP SLOPES ON ITS CATERPILLAR WHEELS: AN ITALIAN 149-MM. POSITION-GUN.

In the upper photograph is seen one of the powerful 280-mm. Italian howitzers which are being employed for shelling the Austrian mountain forts in the Alps, having its exact elevation for the high-angle fire required being verified just before action. It has been laid to fire up the steep mountain slope in front over an intervening ridge, and drop its shell on a target out of sight from the firing-point. Laying the gun has to be

done by means of the map and compass measurements; observation-officers elsewhere communicate to the gunners by telephone after each shot the results of the firing and range details.—In the lower photograph, a 149-mm. (or 5'8-inch) position-gun, with carriage, on the "girdle," or "caterpillar," wheels by which its surmount slopes, is seen in position in a dip between two hills, together with the men of the gun-team.



## SCIENCE AND NATURAL HISTORY

IN QUEST OF  
THE BOOK

TAKING THE GOLDEN LEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF PAPER ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS

OF SACRED  
SCIENCE.

## SCIENCE JOTTINGS.

THE IMPROVED ZEPPELIN AND ITS ENEMIES.

LAST month's air raid on our shores, resulting as it did in the dropping of one of the raiding airships into the sea, coupled with the wrecking of another on land by the French, has taught us a good deal more than we knew before about the latest improvements in these machines and about their vulnerability. Taking into account the Zeppelin brought down by the Dutch, which one of our mine-

three machines above mentioned were brought down. The first, which fell into the North Sea it is said in consequence of shots by the Dutch frontier artillerymen, who admit that they fired at an airship as it was passing over Dutch territory, probably owed its fall to an ordinary field-gun, and was therefore sailing at no very great altitude. The one which the French gunners wrecked in Lorraine was hit by an incendiary shell which set fire to the gas in one of the inner ballonets or gas-bags, and hurled the whole craft to the ground a flaming mass. The L 15 was wrecked

thing at present goes to show that it was somewhere on the coast.

Everything, therefore, points to the fact that the improvement in anti-aircraft artillery has more than kept pace with the improvement in the Zeppelins themselves. The French, ingenious and receptive as ever, claim to have invented a gun specially designed for dealing with aircraft which has already accounted for many German aeroplanes, including, by the latest reports, at least two Fokkers. Particulars of this weapon naturally cannot be given; but our own anti-aircraft guns seem to have gone on increasing in size and handiness, and we hear of guns replacing the 3 and 6-pounders which at the beginning of the campaign were thought to be all that were required. As time goes on, and the gunners get more practice, our artillery defence against aircraft will doubtless get more and more efficient, until at last it will be an exceedingly risky undertaking for a hostile airship to approach our shores. The length of the new Zeppelins now reaches, if the account of eye-witnesses here and in Switzerland can reasonably be trusted, some 600 feet, or the length of St. James's Street from Piccadilly to the Palace, and they should thus present a sufficient target. Only the provision of guns enough for a coast of 600 miles must necessarily take time.

There remains, as before, the question of building airships to oppose airships. There seems no immediate reason for abandoning the position often taken up here that to do so would be impractical; and in this, as in other matters, we may well follow the lead of the French, who have always set their faces steadily against the lighter-than-air machine. Heavier and better-armed aeroplanes than those now in use would



PROTECTION FOR THE HUGE SHELLS MADE FOR THE NEW FRENCH HEAVY MORTARS: A CLOSE-FITTING CASE OF SOLID BASKET-WOVEN

Photographs by Topical

sweepers found floating with its crew in the North Sea, there have thus been three of them destroyed by gun-fire within the space of two months. This should help to convince the incredulous that the menace of the Zeppelin, like every new invention ever used in war, can be effectively met and countered if tackled in the right way—an axiom which has been more than once laid down in this column.

The chief improvements which have taken place in lighter-than-air machines seem to be three. A fifth propeller has been added, which, if (as appears from the accounts to be the case) it is placed at the rear or tail of the machine, must be of great use in giving it an extra lift or push when it seeks to rise with its nose pointing upward in a nearly vertical position. Then comes the armour-plating of the cars and the burying of the engines deeper within them, so as to make them less liable to be hit by shrapnel or other scattering shot. Thirdly, the power of emitting a quantity of smoke so as to form a cloud between the gunners below them and their target, under cover of which the airship may climb swiftly and unhindered out of range. At the same time, we hear that none of the newest Zeppelins show any signs of a gun-platform on the top of the machine, as was said to have been the case with some of the older models. It would appear, then, that the improvements are all designed to protect the gas-bags which form the most vulnerable part of the airship, not against other aircraft, but against guns fired from the land.

That this protection is badly wanted is plain enough from the accounts of the way in which the



READY TO PAY THE GERMANS BACK IN THEIR OWN COIN: ONE OF THE NEW FRENCH HEAVY MORTARS WITH ITS ENORMOUS SHELL

by a shell striking it near the stern, and, it is said, breaking its back, while the nose or bow was heavily peppered by shrapnel, and therefore made incapable of steering. The place where the guns in the last-named case fired from will probably be authoritatively announced before this appears in print, but every-

appear capable of doing all that the Zeppelins can do except hanging over a position for observation purposes. The authorities (who, after all, have improvised an army of three millions and a respectable air service in about a year and a half) may, perhaps, be trusted to provide them—in time. F. L.



# A GREAT MAHARAJA'S SILVER JUBILEE: KAPURTHALA CELEBRATIONS.

PHOTOGRAPHS BY RAWA HAREHARAM SINGH.



AN INDIAN RULER WHOSE TROOPS ARE FIGHTING FOR THE EMPIRE IN EAST AFRICA: THE MAHARAJA OF KAPURTHALA LEAVING HIS PALACE.



THE GREAT EVENT OF THE SECOND DAY'S CELEBRATIONS AT KAPURTHALA: THE MAHARAJA ARRIVING AT THE DURBAR HALL.



WHERE THE MAHARAJA LAID THE FOUNDATION-STONE OF A JUBILEE MEMORIAL HALL: HIS ARRIVAL ON THE COLLEGE GROUND.



ERECTED TO COMMEMORATE THE FIRST TWENTY-FIVE YEARS OF HIS REIGN: A STATUE OF THE MAHARAJA IN THE GROUNDS OF THE PALACE.



WITH THE UNION JACK PROMINENT AT THE ENTRANCE: THE DURBAR HALL—EUROPEAN AND OTHER GUESTS LEAVING AFTER THE CEREMONY.



A ROYAL GROUP ON JUBILEE DAY AT KAPURTHALA: THE MAHARAJA (HOLDING STICK) WITH THE TIKKA SAHIB (HEIR APPARENT) ON HIS LEFT.



THE RELIGIOUS SIDE OF THE CELEBRATIONS: THE GURDWARA, OR SIKH TEMPLE, WHERE A THANKSGIVING SERVICE WAS HELD.

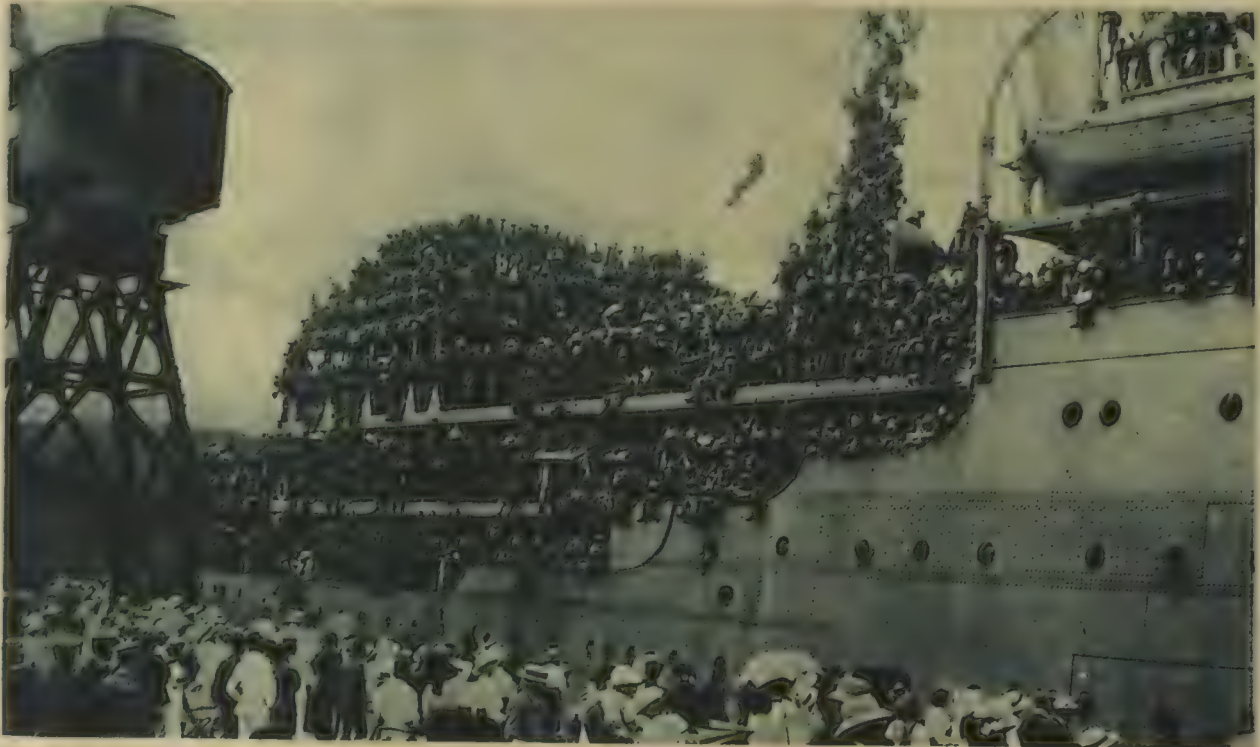
His Highness the Maharaja of Kapurthala celebrated, on March 6 and 7, his Silver Jubilee, or the completion of twenty-five years since he assumed the administration on attaining his majority in 1890. It has been a period of prosperity under wise and beneficent rule. The ceremonies began on the first day with a procession from the Palace to the Gurdwara or Sikh Temple, where a thanksgiving service was held. On its conclusion the Maharaja drove to the College ground and laid the foundation-stone of the Jubilee Memorial Hall to be built there to commemorate the occasion. In this connection it is recalled that his Highness is a Grand Warden of England in Freemasonry.

In the afternoon a garden-party was given in the Palace grounds, where the Rani Sahiba received her guests with graceful cordiality, and in the evening the Maharaja gave a state banquet. In a speech of congratulation, the Commissioner of the Jullunder Division, after dwelling on the traditional loyalty of Kapurthala's rulers, said: "His Highness's Imperial Service troops are now taking their share in the World-War in our endeavour to wrest from Germany its last remaining colony in East Africa." The Maharaja replied in a felicitous speech. Next day a Durbar was held, when the Maharaja congratulated the Tikka Sahib on his successful administration during his own absence in Europe.



## SOUTH AFRICAN TROOPS STARTING FOR EAST AFRICA: PARTING SCENES.

PHOTOGRAPHS BY THE FARRINGTON PHOTO, CO.



CLUSTERING LIKE SWARMING BEES ALONG THE UPPER WORKS AND IN THE RIGGING: A TRANSPORT MOVING OFF AT DURBAN.

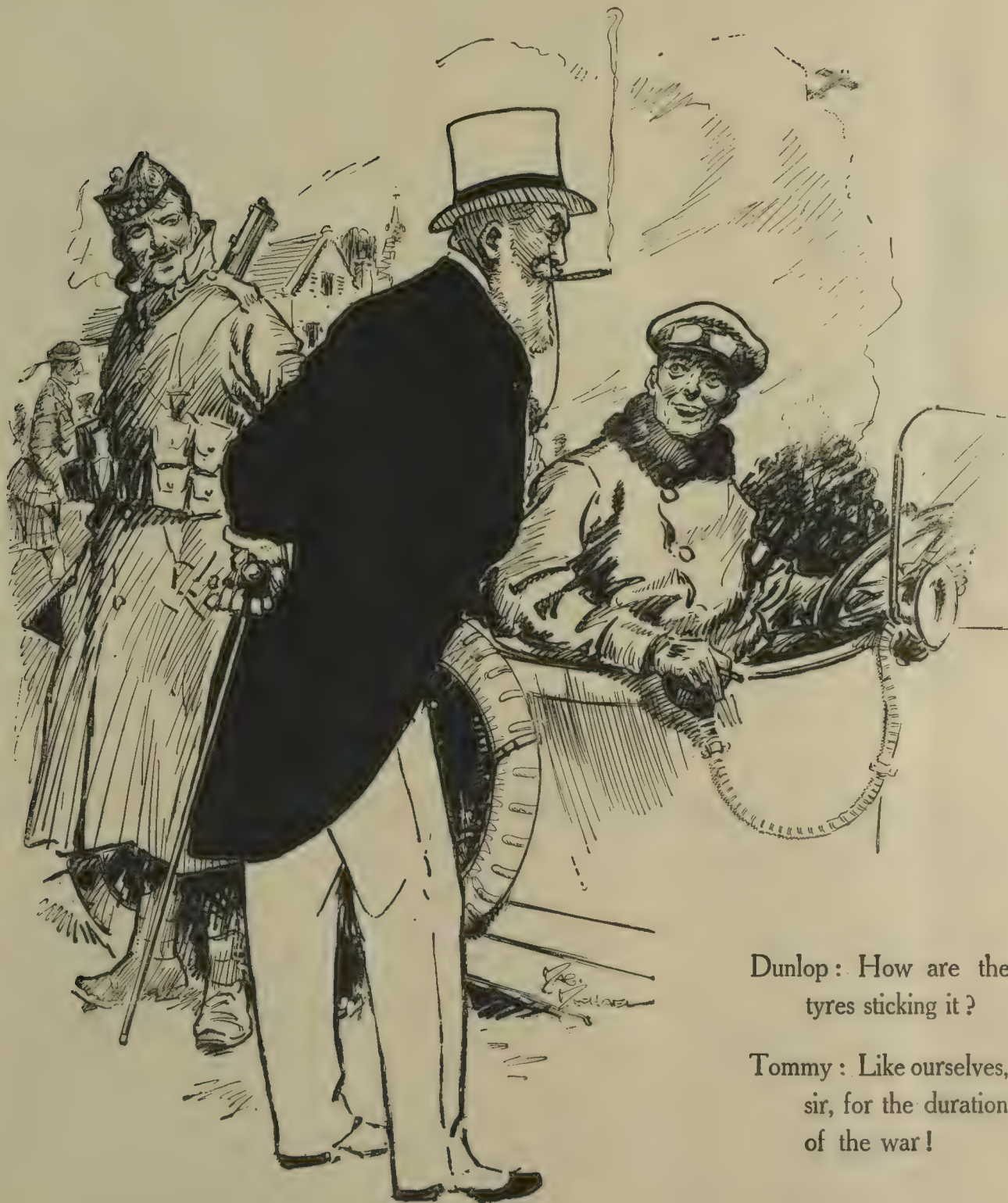


A FEW MINUTES BEFORE THE ORDER TO CAST OFF WAS GIVEN: THE MEN ON BOARD WATCHING THE CROWD ON THE WHARF.

The setting-out of the South African troops for the campaign in East Africa under General Smuts, and their transference to the appointed place of disembarkation, were managed with the same effective secrecy, as far as the outer world was concerned, as has been throughout the shipment of the troops from England to the war-areas in Europe in which British forces are engaged. Locally, at the ports of departure it was, of course, impossible to keep the going on board ship of the troops unknown to people of the places, and, as the two illustrations above show, the wharves were crowded with friends and

sightseers assembled to witness the departure of the transports. Nothing could have well exceeded the splendid enthusiasm of the troops when they sailed. On getting on board, immediately they had stowed their kits and seen their quarters, as the time for moving off drew near, they made for the tiered decks to wave farewells to the people on shore. Finally, as the transports began to get under way, they swarmed everywhere along the upper works—some, indeed, clambered into the lower rigging—all shouting themselves hoarse as they cheered.





Dunlop : How are the  
tyres sticking it ?

Tommy : Like ourselves,  
sir, for the duration  
of the war !

Extract from a letter from a Lance-Corporal in the M.T.A.S.C. at the front:—  
“ My speedometer at the present time shows a mileage of 7,345 miles and for the  
first 5,000 of them I had one of your tyres on a back wheel, and it was replaced  
by a non-skid and fixed on to a front wheel, where I am pleased to inform  
you it still remains and is making me wonder if it will last the war out.”

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## THE PLAYHOUSES.

## "DISRAELI" AT THE ROYALTY.

PERHAPS Disraeli's was too dramatic a career to permit of its lending itself to the handling of the dramatist. At any rate, Mr. Louis Parker has not made him much more than a lay figure in the play to which he gives the great Imperialist's name. That he has worked havoc with the facts of history Mr. Parker himself admits. That he brings out the qualities which helped this most picturesque of Queen Victoria's statesmen to success, or throws any fresh light on his character and personality, he could hardly seem even to claim, since he describes his aim as merely "to show a picture of the time in which Disraeli lived." That is what we get then—a reproduction of Victorian dress, manners, and atmosphere: a series of showy scenes in which the hero delivers some of the epigrams associated with him by tradition, makes one stirring patriotic speech, displays somewhat too

is just the outside of "Dizzy" that we see, the well-graced actor surrounded by pomp and giving one revelation of domestic sentiment. Needless to say, Mr. Dennis Eadie's make-up is wonderful, and he is able to lend his Disraeli superficial charm and attractiveness. Treat the play as spectacle and the man as such, and you will enjoy the setting and admire the actor's *tour de force*, especially as Miss Mary Jerrold presents a Lady Beaconsfield who is the sweetest of Victorian dames. Mlle. Dorziat's French spy could hardly be other than a clever performance. It is not her fault that it does not convince.

## "THE GIRL FROM UPSTAIRS." AT THE STRAND.

A farce of the old Gallic pattern written and acted by English folk—such is "The Girl from Upstairs." Here you come across the inevitable crowd of characters besieging a young man's rooms at an awkward time, and creating the wildest bustle and confusion. Imagine their victim to have a newly married bride upstairs while he is wooing sleep un- easily on his sofa, because theirs is to be "a marriage of convenience," and you will guess how droll the invasion can prove. Mr. Reginald Owen, Mr. Lewis Sydney, Mr. Michael Sherbrooke, and Miss Margot Kelly are in the cast, and they and the rest are going to be breathlessly diverting when they have worked a little longer together.

The careful housewife who is already indulging in spring cleaning, should know that it is possible to escape some of its worries, when the polishing stage is reached, by using Johnson's Prepared Wax, with which furniture, woodwork and linoleum can be easily cleaned and polished and at the same time preserved, for this Prepared Wax adds years to their life. It is as effective for polishing leather goods and linoleum as for woodwork, and it never gets sticky in hot weather. Send sixpence to S. C. Johnson and Son, 244, High Holborn, London, and they will supply you with a

sufficient quantity to enable you to prove its merits in a variety of ways.

The German engineers responsible for building the fine roads in German East Africa little thought that they would provide good going for British motor-cars and



A PLEASANT SOUVENIR OF THE VISIT OF THE PREMIER TO ROME: THREE FAMOUS MINISTERS.

Our photograph is a particularly happy reminiscence of the recent visit of Mr. Asquith to Rome. With the British Prime Minister are his Excellency Baron Sonnino and the Italian Prime Minister, Signor Salandra.

Photograph supplied by Sport and General.



OUR NEW ALLY, PORTUGAL, DEMONSTRATING IN FAVOUR OF THE ALLIES: THE CROWD IN THE RUE CENTRALE DE L'AVENUE DE LA LIBERTÉ, LISBON.

If proof were wanted as to the direction taken by the sympathies of the Portuguese nation in the matter of the Great War, it might be found in this remarkable photograph of the recent great demonstration in Lisbon, in enthusiastic sympathy with the Allies. [Photograph by J. Benoit.]

ostentatiously and melodramatically his affection for his wife, and has his Suez Canal deal mixed up with the absurd machinations of spies and an obstinate bank-governor. It

woodwork, and it never gets sticky in hot weather. Send sixpence to S. C. Johnson and Son, 244, High Holborn, London, and they will supply you with a

motor-cycles engaged in driving Germany from the last post in her Colonial Empire. Yet the machine-gun section under General Smuts's command has played an important part in this process of evacuation; and the activity of motor-cycle riders engaged in despatch-riding is evidenced by the fact that the Dunlop Rubber Company (South Africa) has received a further order from the Union Government for 350 pairs of motor-cycle covers.

# URODONAL

## expels Uric Acid.

URIC ACID is a universal topic of conversation among sufferers from Rheumatism, Gout, Neuritis, Neuralgia, etc., etc., who accuse (not without reason) this poison of being the cause of all their troubles. The fact is, uric acid is held responsible for unlimited mischief, the extent of its influence in the causation of disease being equalled only by that of the various infective bacteria. Nevertheless, very few people are really acquainted with the nature of uric acid, whence it originates and how it operates, this being clearly apparent in view of the number of questions (some of which are absolutely weird) that are asked on the subject.

In order to enlighten the reader we will straightway give the following details in regard to uric acid:—

It is a salt (usually yellow or brick-red in colour) that crystallizes into rectangular tablets, which are so little soluble in water (a most important fact to remember) that no less than fifteen thousand times its weight of cold water, and eighteen times its weight of boiling water are required to dissolve them.

Uric acid, moreover, usually combines with alkaline substances, such as lime, soda, potassium, magnesium, which are normally present in the organism, thus forming urates, the crystals of which are no less insoluble than uric acid itself.

Uric acid was discovered and identified by Scheele, who extracted it from vesical calculi (stones in the bladder). This in itself is alarming enough, but still worse is the fact that the greater part of the countless experiments that have been made by medical experts with this agent, have been carried out by means of uric acid obtained from the excrements of birds or reptiles, in which it is present in large quantities!

Seeing that uric acid is insoluble, it cannot, therefore, be eliminated by the kidneys, except in very small quantities. The surplus is thus retained in the kidneys, causing obstruction and deterioration of these organs, or else it flows back into the blood, causing chronic poisoning. For the blood carries these small crystals into the circulation, and deposits them in the joints, which become stiff and numb, or in the pores of the skin, which breaks out into eruptions, or again, in the walls of the blood-vessels, which become shrunken, in the muscles, which become clogged with sand, in the bladder and even in the tissues of the internal organs, including the heart. Thus it can be said that uric acid is the chief factor not only in rheumatism, gout and other arthritic complaints, but also in diabetes, dermatosis, a large number of cases of migraine, neuralgia, arterio-sclerosis, and premature old age.

Excess of uric acid (the normal quantity of which should not exceed 15 grains on an average) usually occurs as a result of surfeit of rich food containing large quantities of albumen, such as meat, game, internal organs of animals, rich cheese, chocolate, etc., and heavy wines. Nevertheless, in order to prevent excess of uric acid it is not sufficient to follow a strict diet, as, unfortunately, among the innumerable sufferers from uric acid poisoning, there are many who lead a very frugal life, are vegetarians or teetotallers, etc. The fact is that excess of uric acid can quite well occur as a result of the breaking-up of the tissues of the organism, which happens in all cases of slackened nutrition.

The only really effective method of preventing excess of uric acid is to take regular courses of URODONAL, which dissolves the poison as easily as hot water dissolves sugar.

In addition to its dissolving and eliminating properties, URODONAL also exerts a preventive action against the production of uric acid, as emphatically stated by Dr. Morel (of the Paris Faculty) in an article which appeared in the *Gazette Médicale de Paris* of April 30, 1913.

URODONAL remedies past and present unhealthy conditions, and is a reliable antidote against future disease, its threefold value in this respect being absolutely unrivalled.

Dr. Le Lorrain, Paris Faculty of Medicine.



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### For the Nurse.

Now so many ladies are engaged in nursing our wounded soldiers they find it a matter of considerable difficulty to keep their hands nice. The continual use of water and disinfectants ruins the skin and makes the hands rough and harsh. The way to avoid this trouble is to apply a little La-rola every time the hands are washed.

BEETHAM'S

## La-rola

is a delicately scented toilet milk, neither sticky nor greasy, and is easily absorbed by the skin. It is very economical to use, a good sized bottle costing only 1/4d. You can get it at Boots', Harrods', Whiteley's, Selfridge's, Army & Navy, Lewis & Burrows, Timothy White's, Taylor's, and all the principal chemists and stores.



#### PALE COMPLEXIONS

may be greatly IMPROVED by just a touch of "La-rola Rose Bloom," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives the BEAUTY SPOT! Boxes 1/-

M. BEETHAM & SON,  
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Lotus  
91-15/6

### The "Fail-me-Never"

SPRING again, and a pair of new shoes wanted. The wise girl who hasn't much to come and go on in her shoe allowance, chooses the fail-me-never lace shoe.

And here is a nice, neat new lace shoe, in Lotus, short-fronted without being too short, with a smart, trim, "tailor-made" look about it, and just the right height of heel. Whoever gets well fitted in this shoe, will look smart and well-shod all Summer.

## Lotus

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Letters: Lotus Limited, Stafford  
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Entirely BRITISH.

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## Just as the FIELD MARSHAL'S BATON

is the symbol of the highest possible rank to which a soldier can aspire, so in CRAVEN 'A' Cigarettes the summit of cigarette perfection has been reached. A smoking luxury that can be enjoyed by the man of moderate means and cannot be excelled.

# CRAVEN 'A'

VIRGINIA CIGARETTES (CORK-TIPPED)

10 for 6d. 25 for 1/2  
50 " 2/3  
100 " 4/6



In your PIPE you will appreciate the mellow flavour of CRAVEN "A" MIXTURE. Try it!

CRAVEN "A" 2-OZ. for 6d.  
Mixture. 1-OZ. for 8d.

Obtainable of all first-class tobacconists and at 55, Piccadilly, London, W., and 7, Wardour St., Leicester Square, London, W.  
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THE BURBERRY Topcoat, Gown and Hat, being available in an immense number of designs and textures, selection can be made for any and every purpose.

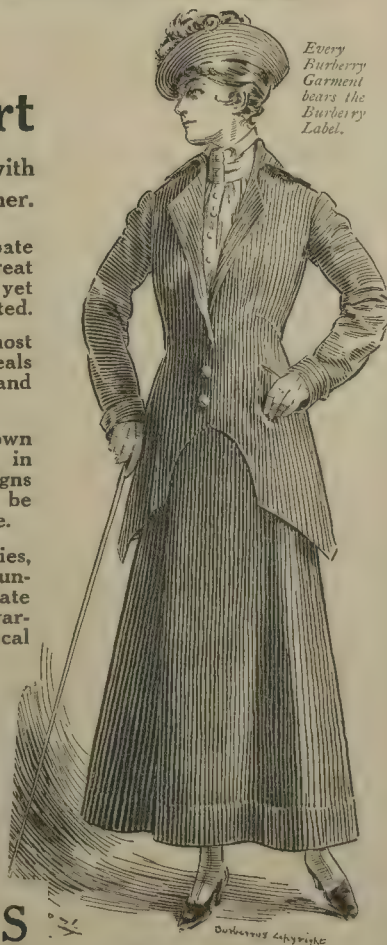
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Write for patterns of newest materials, together with illustrated Book of Models.

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A perfect example of all that a tailored gown should be. Its simple design serves to accentuate its elegance and distinction.



Miss Beatrice  
Sinclair,  
The English  
Venus.

## The English Venus

THANKS VEN-YUSA FOR  
HER BEAUTIFUL SKIN.

THE BEST AUTHORITIES on Toilet Matters unite with Leaders of Society and Stage Beauties in acknowledging the supreme excellence and novelty of Ven-Yusa, the Oxygen "Wonder Cream." Read what Miss Beatrice Sinclair, the English Venus, has to say about Ven-Yusa, after critically comparing its superior qualities with the drawbacks of ordinary toilet creams:

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"You may be interested to hear that I am using your Ven-Yusa Crème de Luxe in preference to all others. I suppose it is the fact that it is charged with life-giving oxygen that makes Ven-Yusa impart a delightful young feeling to the skin such as I have never experienced before.

"By its systematic use the skin-texture is rendered peach-like in quality, and a natural beauty of complexion developed.

"I also find Ven-Yusa far superior to the old-style face creams, in that it leaves no suspicion of stickiness or greasiness. Indeed, this greaseless Ven-Yusa must be most beautifully refined in order to have the singularly agreeable influence it does have on the skin. It is most invigorating and delicious, and I think it should form part of every lady's daily toilet."

Down etc  
Beatrice Sinclair  
(The English Venus)

Owing to its oxygen character, Ven-Yusa not only has a beneficent effect on the surface-cuticle, but it vitalises the real skin underneath. It conveys oxygen direct to the pores, and makes you feel the good it is doing to your skin.



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**FREE!**

Send your name and address and a penny stamp (for packing and postage) to C. E. Fulford, Ltd., 1, London Street, London, W.C.2. For a free trial jar of Ven-Yusa, 15 4/6, when writing. Full size jars 1/- each, at the Chemists.



## CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, *Milford Lane, Strand, W.C.*

J. WALTER RUSSELL (City of London Chess Club).—Many thanks for your welcome budget.

CHARLES WILLING (Philadelphia).—We are again indebted to your kindness. Would you favour us with your address? A correspondent wishes to write to you about your catalogue.

MISS G. WATSON.—We regret we cannot communicate by post, but the solution you propose for No. 3725 will not do. You may always doubt the accuracy of a solution that begins with a check.

W. C. WALSH (Dublin).—It is quite impossible for us to comply with your request, but we shall be pleased to answer your questions through the column at any time.

## CHESS IN AMERICA

Game played in the Rice Memorial Tournament, at New York, between Messrs. KUPCHIK and CHAJES (Queen's Pawn Game).

WHITE (Mr. K.) BLACK (Mr. C.)  
1. P to Q 4th Kt to K B 3rd  
2. P to Q 4th P to Q 3rd  
3. Kt to Q B 3rd Q Kt to Q 2nd  
4. B to Kt 5th P to K R 3rd  
5. B to R 4th P to B 4th  
6. P to Q 5th

White delays his development too much. Kt to B 3rd should have been played in any case here, but 17. K takes R Kt to K 4th preferably at an earlier stage.

6. P to Kt 3rd B to Kt 2nd  
7. P to K 3rd Q to R 4th  
8. Q to Q 2nd P to R 3rd  
9. B to Q 3rd Kt to R 4th  
10. K Kt to K 2nd Kt takes B  
11. Kt takes Kt B takes Kt  
12. P takes B Kt to K 4th  
13. Castles P to Kt 5th  
14. Q R to Kt sq Q R to Kt sq  
15. Q to B 2nd P to R 4th  
16. B to B 4th Q to B 2nd  
17. B takes B Q takes B  
18. R to Kt 6th

A useless move, the Rook being taken clean out of the field, and so unsupported that it is driven away presently by the Black King. There is plenty of scope for it on the other side of the board.

19. Kt to K 2nd K to B sq  
20. Kt to K 2nd K to B sq

To permit of Kt takes P, previously, play.

CORRECT SOLUTION OF PROBLEM No. 3729 received from F. J. Overton (Sutton Coldfield), J. Towler, Rev. J. Christie (Redditch), A. H. Arthur (Bath), M. G. Onslow (Bournemouth), J. J. Dennis (Gosport), H. Grasett (Baldwin), J. C. Stackhouse (Torquay), E. J. Winter-Wood, Blair H. Cochrane (Harting), G. Stillingfleet (Johann), J. Smart, G. Wilkinson, J. S. Forbes (Birmingham), H. S. Brandreth (Lancaster), A. W. McFarlane (Watford), A. W. Hamilton Gell (Exeter), T. T. Gurney (Cambridge), L. Chomé La Roque, and E. Young.

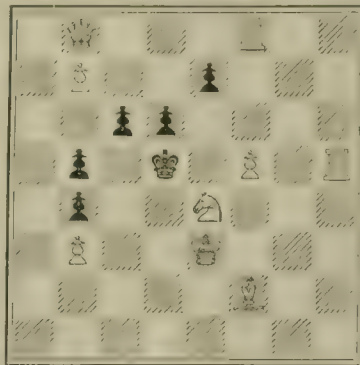
## SOLUTION OF PROBLEM No. 3727.—BY J. FISHER.

WHITE  
1. B to Kt 3rd  
2. K to Kt 6th  
3. R to B 5th (mate).

BLACK  
K to K 4th  
K takes P

If Black play, 1. K to B 4th, 2. R to B 4th (ch); and if 1. K to B 2nd, 2. R to B 4th (ch), and B mates next move.

## PROBLEM No. 3713.—BY J. PAUL TAYLOR.



## WHITE.

White to play, and mate in two moves.

By a concession of his Majesty's Treasury, tea intended as a gift to accredited hospitals for the comfort of our sick and wounded soldiers is supplied free of English duty. Our readers should write to the United Kingdom Tea Company, Ltd., 1, Paul Street, London, E.C., who will send their price list.

The Great Eastern Railway, referring to the closing of railway stations, give notice that on and from May 1 the following stations will be entirely closed: Barking, Bethnal Green, Bradfield, Buckenham, Cambridge Heath, Chigwell Lane, Coborn Road, Earsham, Geldeston, Globe Road, Leman Street, London Fields, Mardock, Shadwell, Stanhoe, West Mill, and that the following stations will be closed for passengers and traffic by passenger trains: Bishopsgate, Maldon West, Trowse.

## "SHAKESPEARE AND DEMOCRACY."

IT is perilous to put any question to Shakespeare regarding his private views. "We ask and ask, thou smilest and art still." But it is at least an interesting and not uninteresting exercise to hunt a subject through the plays, and try from hints and references to find out Shakespeare's mind upon any matter. The danger is that of identifying the dramatist's own thought with the thought of his characters; but where any line of consistent argument can be traced there is at least a possibility that here is some reflection of a personal opinion. At that we must leave it. Mr. Edward Salmon has most courageously made the experiment in the realm of political philosophy, and has attempted in "Shakespeare and Democracy" (McBride, Nast, and Co.), a pleasant little book in every way, to discover what Shakespeare thought about the Commons and about kingship. With great ingenuity and a careful citation of salient passages, he makes out as good a case as anyone can hope to make in a matter so purely speculative. Shakespeare plainly did not like the mob as a physical entity, for he had learned elegance—as an unwashed age understood the word—and hated the unsavouriness of the groundlings with all the bitterness of your *parvenu* in cleanliness. (See Miss Sinclair's "Divine Fire" for this peculiarly admirably portrayed.) But Mr. Salmon will not dismiss Shakespeare as a mere snob, which W. S. of New Place, Stratford-on-Avon, assuredly was. From the plays he instances many passages which go to prove that he understood the rights of the people. But he was writing for a character with these views. He may not have felt any burning personal sympathy with them. It would not be safe to argue his own views therefrom. But Mr. Salmon's study is an excellent bit of special pleading, although his "Liberal-Conservative, Monarchical-Democratic, lofty, latter-day Imperialist Shakespeare," a fine fancy, leads us to no certain conclusion. The Sphinx smiles and baffles us as of old.

There has recently appeared in the official list of German firms being wound up the name of "Thermos A.G., of 85, Crowland Road, S. Tottenham." Some have thought that this referred to Thermos, Ltd. This is incorrect. It refers to a branch of the German Company that carried on business in this country before the war. Soon after the war commenced the whole of the plant, machinery, and stock of Thermos A.G. was purchased, with the sanction of the Board of Trade, by Thermos, Ltd., the money being paid to duly appointed trustees accountable to the Public Trustee. Thermos, Ltd. is a purely British company with British capital and British management; it has no direct or indirect connection with Germany or the German company; it is the owner of the trade-mark "Thermos" and the Thermos patents throughout the British Empire (with the exception of Canada), and the same rights throughout the countries of South and Central America, and is now producing Thermos goods with British labour and British materials.



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## How To Make and Bake Home Made Bread

By HELEN EDDEN (Member of the Food & Cookery Assoc.)



Owing to the withdrawal of labour, the bakers of London, and, indeed, throughout the country, are apprehensive as to the future supply of bread. Many small bakers have closed down, and the big bread companies have experienced great difficulty in meeting the demand, owing to the shortage of skilled labour. It is suggested that a remedy might be found in housewives reverting to the old practice of baking their own bread. In any event the situation would be eased.

Vide DAILY PRESS.

Full Instructions as to the making and baking of Bread at home, together with some practical suggestions as to the best way to make Home-made Jam and Marmalade, are contained in this valuable little book. It will be sent free by post on application (a postcard will do) to:

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Why not try these TROCHES for your indigestion cough? They are the old-fashioned remedy for the alleviation of COUGHS, HOARSENESS, SORE THROAT, BRONCHITIS, and ASTHMA. They contain no opiate, and are much appreciated by Singers and Public Speakers.

For cleaning Silver, Electro Plate, and  
**Goddard's Plate Powder**  
Sold everywhere 6d. 1s. 2s. 4s.



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The surest guide to the intrinsic merit of a smoking mixture is the steady, unwavering support of the public. "Three Nuns" tobacco won its place by sheer merit, and its popularity is greater to-day than ever.

Fragrance, coolness and a fascinating flavour are the characteristics of this sweetest of mixtures.

A Testing Sample will be forwarded on application to Stephen Mitchell & Son, Branch of the Imperial Tobacco Co. (of Great Britain and Ireland), Ltd, Glasgow

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"THREE NUNS" CIGARETTES.  
MEDIUM, 4d. for 10.



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of Robinson & Cleaver's Irish linens are recognised the world over. By using the purest of materials, and by bleaching in nature's own way, these linens are given a life far beyond those that are hurriedly bleached. To purchase them is true economy. The following are examples:—

**TABLECLOTHS.**—No. G763.—Superfine Double Damask Tablecloths, suitable for square table. Pattern: Fleur-de-Lys. Size: 2 x 2 yards, 24/6; 2 x 2½ yards, 30/8; 2 x 3 yards, 36/9; 2 x 3½ yards, 42/11; 2½ x 3 yards, 53/-; 2½ x 3½ yards, 61/10 each. Dinner Napkins to match, size: 1 x ½ yard, 59/- doz.

**BED LINEN.**—Linen Sheets, size 2 x 3 yds., 18/-; 2 x 3½ yds., 21/-; 2½ x 3 yds., 22/10; 2½ x 3½ yds., 26/7 pair. Pillow Cases, 20 x 30 inches, 20/- per doz.

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**TOWELS.**—Hemstitched Linen Huckaback Towels, size 24 x 41 inches, 29/3; 25 x 41 inches, 28/- per dozen. Unequalled for wear.



Our Green Book of Damasks sent post free to intending purchasers. Price List and cuttings of linens sent free on request.

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A round air-tight tin weighing 7 ozs. and containing 80 highly compressed tablets—this is Horlick's 24-Hour Ration. From 10 to 20 tablets dissolved in the mouth as required supply the nourishment given by an ordinary meal, and they quickly restore energy and vitality. The contents of one tin are sufficient to maintain strength and vigour for 24 hours without any other food, and, in addition, the tablets relieve thirst. Think in how many ways an emergency ration such as this would be useful to every soldier!

Send one to **YOUR Soldier to-day.**

Obtainable of Chemists

—Price 1/6 each—

If your Chemist cannot supply you, we will send the tin post free to any address on receipt of 1/6. Give **FULL** name and address to which you wish the ration sent, also state your own name and address and write plainly. Be particular to give regimental number, rank, name, squadron or company, battalion, battery, regiment (or other unit), staff appointment or department. State with which Expeditionary Force your soldier is serving.

**HORLICK'S MALTED MILK CO., SLOUGH, BUCKS.**



## Stephenson's Furniture Cream

"Makes Polishing a pleasure"





## THE CHRONICLE OF THE CAR.

**Motorists' Taxes.** I suppose by the time these lines are in print motorists in Great Britain will have got over the shock of the Budget, and realise that their cars "will cost them more." On the whole, things



A MEMORY AND A FORECAST: MOTORING FOR PLEASURE.

The well-known Crossley cars are not at present being supplied for pleasure purposes, but this picture of a handsome car with a lady at the wheel is agreeably reminding of pre-war days, and prophetic of the days that are to come.

might have been worse, as the new rates of taxation might have come into force at once, whereas all motorists have until June 30 to make up their minds, if economy is needful, to lay up their carriages by that date; or, with a car of 16-h.p. or under, until Aug. 15. After those dates, three-quarters of the difference between the tax they have already paid and the new rates will have to be forthcoming to the Exchequer if they decide to continue using them. The following is the scale of the new license duty for cars—

|                            |   |   |   |      |      |
|----------------------------|---|---|---|------|------|
| Not exceeding 6½ h.p. -    | - | - | - | £4   | 4s.  |
| 6½ h.p. to 12 h.p. -       | - | - | - | £6   | 6s.  |
| Over 12 h.p. to 16 h.p. -  | - | - | - | £8   | 8s.  |
| Over 16 h.p. to 26 h.p. -  | - | - | - | £18  | 18s. |
| Over 26 h.p. to 33 h.p. -  | - | - | - | £25  | 4s.  |
| Over 33 h.p. to 40 h.p. -  | - | - | - | £31  | 10s. |
| Over 40 h.p. to 60 h.p. -  | - | - | - | £63  | -    |
| Over 60 h.p. to 126 h.p. - | - | - | - | £126 | -    |

Motor-cycles, at present £1, will in future pay £2 2s. if not exceeding 4-h.p., and over 4-h.p. the rate is the same as the license duty for cars of the same power. It is

better to be philosophic under the burdens, for money has to be found to meet the nation's liabilities—only, naturally, each individual would like to get off as lightly as possible. If, however, one looks dispassionately into these new license duties for cars, one cannot help feeling that the increase of treble the old rate on cars of over 16-h.p. will do the British manufacturer good in the long run, as it will hit the big, coarse American engine over 16-h.p. pretty severely. Everybody knows that the small English 10-h.p. to 16-h.p. high-efficiency engine will do wonders on the road, hence its price is rather more than the 20-25-h.p. U.S.A. product. Of course, British makers whose cars are over 16-h.p. will suffer equally with all others of that higher power, yet prohibition leaves them their market free from outside competition, and so those motorists that can afford to run big cars will be able to take their pick out of the British makes, and those only. As for the small cars, the duties will give a fillip to that industry, and I expect to see quite a number of new motor "perambulators" running on the highways in the near future.

Self-Undoubtedly  
Reliance. the biggest  
lesson taught  
to this country is that  
self-reliance in industry  
is a necessity for its  
well-being. Therefore,  
anything that is an aid  
to foster British industries  
is well worthy of

the attention of us all. No sane man expects that the Allies are going to monopolise the whole markets of the world to the exclusion of our enemies' goods. But there is no reason whatever to prevent us endeavouring to produce all necessary wares in this Empire. I reckon motor-cars and motor accessories as necessary goods; and therefore everything should be done, to enable British—and I mean British Empire by that word—buyers to get all motor goods from our own factories, for the resources of the Empire would thereby be considerably strengthened. I hope that instead of buying castings of all sorts, magnetos, and other sundry fittings of motor goods from abroad, these will in future be made here, so that a British car is really British in its entirety, in place of only being, like the curate's egg, "good in parts." For the same reason, I do hope that the efforts of

those who are endeavouring to foster British fuel—that is to say, motor fuel—from the shale deposits in England, Canada, and Australia will be productive of good. Chemists assert there is plenty of room for improved methods of distillation and treatment of oil for fuel purposes, and that shale oil, though horribly impregnated with sulphur, can eventually be so treated as to eliminate this sulphur, or at least to reduce it to three per cent., when its effect is not serious. Of course, if this country could control the Mexican oil-fields, and be sure of being able to work them and deliver the supplies to the Empire, one might be willing to forego any efforts at obtaining an alternative supply. In America the price of petrol has been put up to 2s. per gallon, judging from the latest advices from the U.S.A., and there is a talk of an export duty in the States on petrol to provide the revenue for their navy—roughly, £30,000,000 per annum—by charging 50 cents per gallon duty on the 300,000,000 gallons exported per annum. One point strikes me in particular if petrol goes up too high, and that is the need of encouraging the steam-using car that burns oil; for paraffin seems a more profitable power-producer than petrol. Though this form of traction requires a little petrol—roughly, one quart per day—for the pilot-light, or burner,



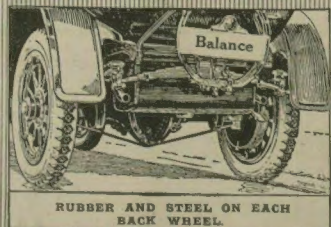
A HANDSOME CAR FOR THE EAST: AND ITS OWNER.

The fine car which we illustrate is an admirable specimen of the Arrol-Johnston productions. The owner is the Kumar Rajah of Bobbili, of Madras, who is seen at the wheel.

this amount is infinitesimal compared with the usual bulk of light spirit wanted for petrol-cars. As far as I know without consulting reference works, there are no patents involved in the steam-cars at present on the market.—W. W.



## How it could have been prevented—



# BELDAM V STEEL-STUDD



## WHY it Happened

The picture plainly shows you the incident. It happened because the car was not sure-footed—one wheel gripped and the other did not. Result—unequal hold on the road, and the car slewed round.

If both back wheels had been fitted with All-British Beldam V Steel-Studded Tyres, the grip of the wheels would have been equal—whatever the condition of the road. Why? Because the rubber tread and the steel studs are both on the same level—the studs do not project. The right grip for soft or hard roads is on both back wheels. You are safe on every kind of road-surface. Protect yourself and the other road-users by fitting both back wheels with the right tyres—the All-British

Write for Pricet—also for cost of Beldam Retreads.  
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PLAYER'S "WHITE LABEL" NAVY CUT - **6<sup>d</sup>.**

Also  
PLAYER'S NAVY CUT  
DE LUXE  
(a development of  
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Packed in  
2-oz. and 4-oz. airtight tins  
at 1/6 and 3/-  
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HAVE A WORLD-WIDE REPUTATION.

They are made from fine quality Virginia Tobacco and sold in two strengths—

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| MILD (Gold Leaf)         | MEDIUM                  |
| 100 for 3/8; 50 for 1/10 | 100 for 3/-; 50 for 1/7 |

Smaller sizes of packing at proportionate prices.

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—or it *seems* to be when your heels are cushioned with the live rubber of "O'Sullivan's." These are the heels that take the jar out of the hard unyielding pavement—the heels that put a lively satisfaction into walking.

Your bootmaker will fit "O'Sullivan's" so neatly that the increased comfort to yourself will be the only indication that you are wearing rubber heels. All shapes, in black or tan, for every style. Ask your bootmaker: if any difficulty, send P.O. and outline of heel to address below.

# "O'Sullivan's"

SHAPED  
RUBBER HEELS

LADIES', 1/- pair. MEN'S, 1/6 pair. Fitting extra.  
The B. F. GOODRICH CO., Ltd., 117-123, Golden Lane, E.C.

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## "O'SULLIVAN'S"

## The Safe & Sure Treatment

for tired, lined eyes, imperfect contours, unhealthy complexions, double chins, &c., is the

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permanently removes superfluous Hair. "DARA" is the reliable home treatment for Ladies who cannot call.



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will of itself remove lines, fill out hollows, and is nearer to the natural oil of the skin than any other preparation ever invented. From 5/6



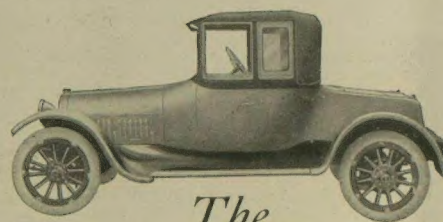
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THE BEDFORD-BUICK is the Ladies' Car. The "Delco" self-starter, electric light, vacuum petrol feed, cantilever springs, &c., are all features which make for comfort and easy management. There is no car which responds so easily to the wishes of the driver as the Bedford-Buick. The beautiful running of the car has to be experienced to be believed. A trial run will be gladly given.

PRICES:

16-20 h.p. Empress - - - £375  
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**BEDFORD**  
CARS  
**Buick**

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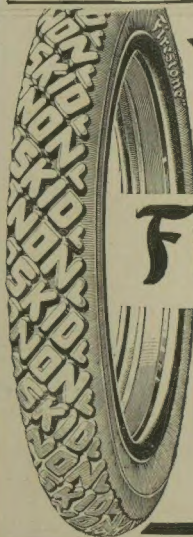
The car-owner, the dealer, and the chauffeur constitute a court of authority from which there is no appeal. Their endorsement of

# Firestone Non-Skid Tyres

is a decree which has its foundation in experience. They have made the test from every angle of service, safety, comfort and economy; the result is a confidence in the reliability of material, integrity of building, and perfection of service which has made the name of Firestone famous.

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Per Packet of Ten

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SIZE

QUEEN 10½d.

SIZE

May be obtained at all the branches of Salmon & Gluckstein, Limited, or post free direct from their Warehouse 2-14, Clarence Street, St. Luke's, London E.C.



## TWO TIMELY BOOKS.

**Aircraft in War and Peace.**

In his excellent and most timely little volume, "Aircraft in War and Peace" (Macmillan), Mr. William A. Robson remarks that perhaps the most important thing, from an aeronautical standpoint, which aircraft has accomplished in the war has been to establish itself. This it has done, firmly and absolutely, in the past eighteen months. Aviation, the youngest of the sciences, owes its rapid development to war, but, alone among the sciences so developed, will bear its chief fruit during peace. In the service of war, the possibilities of aircraft are only so far imagined that at least we in these islands begin to realise dimly how it challenges the security enjoyed through our insularity in the past. Yet its potential usefulness in war is nothing compared to its potential usefulness after the war. Such, at any rate, is Mr. Robson's argument, and it has an appeal to a reading public on whose mind the conviction of the revolutionising effect of aviation is surely taking hold. Its clinch is tightened with each addition to popular knowledge of the facts, and the facts are set forth in these pages so tersely and convincingly that even a cool and wary reader, before he knows where he is, finds himself endorsing the picture of "the new era," with its hints of the Millennium, drawn by the author in his concluding chapter. However we may modify such a picture on reflection, it is useful to retain the distinction between war and peace aviation which experience in the present struggle emphasises. Thus, according to Mr. Robson's view, British aircraft shows superiority (apart from the man in the machine) in qualities of fast-flying and climbing. Because Germany was not sufficiently challenged she developed her pre-war aircraft along lines of reliability, the more necessary quality in times of peace. It is gratifying to believe that things fell out so; but, following Mr. Robson's argument, we have an uneasy suspicion that in fast-flying and climbing we might be overhauled with less difficulty than we could lessen our distance from Germany in reliability and standardisation of aeroplanes. Again, Mr. Robson has no doubt that the aeroplane, not the airship, is the more useful machine of war, but suggests that the reverse is the case in peace conditions. We notice that he does not allow for so rapid a building of Zeppelins as M. Georges Prade seemed to believe possible in his



A WORKER FOR THE Y.W.C.A. MATINÉE AT DRURY LANE, FOR WOMEN MUNITION-WORKERS: MISS OLGA NETHERSOLE.

The Queen and Queen Alexandra promised to attend the matinee at Drury Lane yesterday, April 14, in aid of the Y.W.C.A., which is appealing for £25,000 to aid its work among the six million industrial women workers in England, in providing hostels, canteens, and rest-rooms throughout the country. More than 2000 new centres for munitions-making are being organised. Miss Olga Nethersole, who has worked hard in arranging the matinee, has secured a fine array of clever artists for the programme, as well as of distinguished patrons, and the matinee, for which Mr. Arthur Collins and Mr. D. W. Griffiths have kindly lent Drury Lane, will no doubt have proved a brilliant success.

recent article on the LZ 77 brought down at Révigny, but generally his remarks on these huge dirigibles are in accord with the views of the French expert.

**Zeppelins and Super-Zeppelins.**

Experts may differ about certain of the theories advanced by Mr. R. P. Hearne in his book, "Zeppelins and Super-Zeppelins" (John Lane), but the average man who lacks expert knowledge and is immensely interested in a question that comes very near to him will give the little work a hearty welcome. In the first place, Mr. Hearne gives all the general information that is available, and gives it in simple, straightforward fashion. Secondly, he explains the full limits of the national danger, as it is and as it will be in some not very distant future. Finally, he propounds a policy for this country, and it seems a reasonable one enough: so that when he is not actually teaching his readers he is stimulating them. The history of the growth and development of the Zeppelin airship makes a curious story for the Englishman. It shows the German, alert, steadfast in misfortune, fully determined to go on, and learning from his own mistakes. It shows our rulers looking on with a mixture of interest and doubt, as though British indifference to the airship problem sufficed to remove that problem from the sphere of things that matter. The result of our national supineness is that the enemy has secured a big start, though Mr. Hearne thinks we are fortunate inasmuch as the Zeppelin is still in its infancy, and cannot find much time for steady growth during the present war. At present, with a maximum speed of sixty miles an hour or thereabout, it is controlled by weather conditions; but the time may come when it will be able to travel at the rate per hour of one hundred miles or more, and then it will apparently be able to disregard some of the forces that now help to control it. From the standpoint of war operations that are perfectly legal, the Zeppelin's greatest value is as a scout—from the height of 5000 feet it has a range of visibility of ninety-six miles, and this in certain weather must be of infinite value to the enemy in the North Sea, for he must have eyes controlling a range far beyond ours. Mr. Hearne makes it abundantly clear that the airship has come to stay, and he believes that our English engineers could, if properly encouraged, produce a better machine for both offence and defence than the Zeppelin itself.

**Gibbs's Dentifrice**

"Like a Breeze in the Mouth."

You cannot fail to appreciate the fresh, clean feeling peculiar to Gibbs's Dentifrice. It imparts to the breath a delightful fragrance and is pleasant to use. To remove tartar, disinfect the mouth and keep the teeth pearly white, there is no dentifrice so effective as Gibbs's

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**Generous Trial Samples** of Dentifrice, Cold Cream Soap, and Shaving Soap, sent on receipt of 2d. in stamps

D. & W. GIBBS, Ltd., (Dept. 12A), Cold Cream Soap Works, London, E.

Established 1712.



Little Mary Gibbs.



Mother and Child. Baby 6½ months.

"Fed from birth on the 'Allenburys' Foods."

**Are you Worried about Baby?**

How to Feed Baby is often a great worry to mothers who are unable to nurse their babies themselves. Ordinary cow's milk—however prepared at home—is not a suitable substitute for the mother's milk. It is acid in reaction, contains harmful germs and forms dense curds in the stomach that cannot be digested. Decide to use the 'Allenburys' Foods which are the only series of Foods scientifically adapted to the growing requirements of the child. You will be delighted when you see how well your baby thrives on this Method of Infant Feeding. The 'Allenburys' Foods are free from all dangerous organisms; they are portable, being in powder form and packed in sealed tins. The Milk Foods Nos. 1 and 2 require the addition of hot water only to prepare them for use.

A PURE, COMPLETE AND PROGRESSIVE DIETARY.

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**MILK FOOD No. 1.** From birth to 3 months. In tins at 1/6 and 3/- each.  
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**MALTED FOOD No. 3.** From 6 months upwards. In tins at 6d. 1/-, 2/-, 3/-, 10/- each.

Write for a large sized **Free Sample** of Food stating age of child and whether Weaned or Unweaned. Also for **free book "Infant Feeding and Management"** 64 pages of valuable information for every mother.

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be sure to remember to put in his bag a box of

**Mothersill's Seasick Remedy.**

(Satisfaction guaranteed or money refunded.)

Recognised generally as the world's most dependable preventive of nausea. Contains no cocaine, morphine, opium, chloral, coal tar products or their derivatives. Sold by all chemists, in two sizes: 2/6 box, enough for 24 hours; 5/- box for ocean voyage.

A copy of Mothersill's Travel Book sent by request, free of charge. **MOTHERSILL REMEDY Co., Ltd., 19, St. Bride St., London.** Also at Detroit, Montreal, New York, Paris, Milan.

**THE BLOOM OF YOUTH**

OATINE will restore the bloom of Youth to the most faded complexion. It gets down into the pores and removes the dirt and grime embedded there. It makes the skin soft and velvety—hence its success. Get a jar to-day.

In white Jars, 1/11 & 2/3. Ask for—

**Oatine FACE CREAM**

GET A JAR & PROVE ITS WORTH.

**Hooping = Cough**

**CROUP**  
The Celebrated Effetual Cure without Internal Medicine.

In constant use for over 120 years.

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will also be found very efficacious in cases of BRONCHITIS, LUMBAGO, AND RHEUMATISM.

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"THE BIRTH OF A NATION."

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Twice Daily, at 2.30 and 8 p.m. Box Office always open.  
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Of the finest Turkish Tobacco (Gold Tipped)—the Favourite in Smart Society.

In Boxes: 25-2/-, 50-4/-, 100-7/- Post Free.  
ALSO the Savoy Cigarette for Gentlemen who appreciate a High-Class Turkish Tobacco.

Boxes: 50-3/6, 100-6/6. Post Free.  
**THE SAVOY CIGARETTE COMPANY,**  
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**SMITH'S ALLIES WATCH LUMINOUS**

**FRONT ABSOLUTELY UNBREAKABLE.**

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have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay.  
Also put up in Powder form.  
**Absolutely BRITISH.**  
Why not give it a trial?

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the surest, quickest remedy for Catarrh, Ordinary Colds and Asthmatic troubles. The standard remedy for over 40 years. At all chemists 4/3 a tin.